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BRANDY
AS SUPPLIED TO THE HOSPITALS.
PER DOZEN.....\$31.00
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

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SHERRIES
AT MODERATE PRICES; TO SUIT
ALL TASTES.
PRICE LIST ON APPLICATION.
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12, Queen's Road.

No. 13,989 號玖拾捌百玖千叁萬壹第 日肆十式月十年捌十二緒光 HONGKONG, THURSDAY, JANUARY 22ND, 1903 肆拜禮 號式廿月正年叁零百九千壹英港香 PRICE, \$3 PER MONTH

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"THE FINEST BEER BREWED
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PER CASE 6 DOZEN PINTS } \$18.00
4 QUARTS }
A. S. WATSON & CO.
LIMITED,
WINE AND SPIRIT MERCHANTS.
ESTABLISHED 1841.
SOLE IMPORTERS. [a1545]

CUTLER, PALMER
& CO.'S
PRICE \$11.75 PER DOZEN
NET
"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., Hongkong. [a146]

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**
TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 15 minutes.
12.00 p.m. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.
NIGHT CARS.
8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., every 1 hour.
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8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 15 minutes.
12.00 p.m. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.
NIGHT CARS as on Week Days.
SUNDAYS.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1902. [a2612]

VICTORIA
CYCLE
EMPORIUM.
THE pleasure of cycling consists in having
a First-class Machine, and the above
Establishment is always leading in this respect.
We are Agents for the famous "NEW
HAWK" and "MONOPOL" CYCLES,
and we also supply Fittings of every description.
Bargains can be had in Second-hand Machines.
Repairs executed with promptitude and skill.
Enamelling a Speciality.
MCKIRDY & CO.,
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901. [a2584]

MACLAREN'S IMPERIAL
CANADIAN CHEESE,
IN JARS (MEDIUM and SMALL).
Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.
Hongkong, 22nd October, 1902. [a390]

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks of 375 lbs. net \$6 per Cask ex Factory.
In Bags of 250 lbs. net \$3.75 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Ho gong, 3rd December, 1902. [a3281]

WINCHESTER CARABINES
12 SHOT REPEATING. CALIBRE 44.
Excellent arm for Travellers in the interior
of China as well as Officers of Coast Steamers.
ALSO CARTRIDGES IN STOCK.

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WITH ALL REQUISITES.
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ROMANCE OF HONGKONG; AND "SELF
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VARIETIES OF
CONFECTIONERY
FROM
PARIS, LONDON, BOSTON, NEW YORK.
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TENNENT'S PILSENER BEER.
BREWED BY MESSRS. J. & R. TENNENT,
WELLPARK BREWERY, GLASGOW.
IS A LIGHT, SPARKLING PILSENER OF THE VERY
HIGHEST QUALITY, SPECIALLY BREWED FOR HOT
CLIMATES.
PER CASE OF 8 DOZEN PINTS, \$21.00
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WINE AND SPIRIT MERCHANTS.
16, Queen's Road,
Hongkong, 15th January, 1903. [a35]

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
\$25 PER DOZ.
Distinguished by Four Stars on the label.
ANOTHER FINE COGNAC, \$18.50 per doz.
Less old than the above.
IMPERIAL BRANDY
\$12.50 PER CASE.
THE ELITE OF WHISKY—
THE "PALL MALL,"
\$22 PER DOZ.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.
C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.75 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE.
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LANE, CRAWFORD & CO.
NEW STOCK OF ENGLISH SADDLERY.
PIGSKIN SADDLES FROM 6 TO 12 LBS.
RACING SADDLES 3½ LBS. POLO SADDLES 7 LB.
NUMNAHS AND WEIGHT CLOTHS.
BRIDLES, GIRTHS, SPURS, BITS.
STIRRUP IRONS AND LEATHERS
RIDING WHIPS, &C.
LANE, CRAWFORD & CO. [a34]

COTTAM & CO.
GENTLEMEN'S COMPLETE OUTFITTER.
DENT'S WALKING AND DRIVING GLOVES,
DRESSING GOWNS, TRAVELLING RUGS,
WARM UND-WEAR, &C., &C. [a38]
WE WOULD LIKE TO GIVE
\$50,000
TO FAVOURABLY INTRODUCE AND TRUTHFULLY DEMONSTRATE THE
WONDERFULLY EFFECTIVE RESULTS FOLLOWING THE USE OF
WATKINS' BALSAMIC COUGH LINCTUS.
WAS MADE TO CURE, AND SELLS BECAUSE IT CURES COUGHS,
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SANDOW'S OWN COMBINED
DEVELOPERS.

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AND CHEMICALS
EASTMAN'S KODAKS, FILMS AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN
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NERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY!
AS CHEAP AS GAS!
FOR PARTICULARS APPLY TO
HONGKONG ELECTRIC CO. or SIEMSEN & CO. [a70]
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COMPANY, LIMITED,
SINGAPORE.
TO CONTRACTORS.
THE TANJONG PAGAR DOCK COMPANY,
LIMITED, Singapore, is prepared to
receive TENDERS for the Construction or
Completion of a NEW GRAVY DOCK at
Keppel Harbour in Singapore, of the following
dimensions, viz.:—
Length ... 400 feet.
Width at entrance, at sill level 58 "
as shown on all below H.W.O.S.T. 20 "
Depth in the Drawings and described in the
Specification.
Specification and Plans of the proposed
Dock may be seen at the Offices of the Com-
pany in Singapore.
The Company does not bind itself to accept
the lowest or any Tender.
Tenders shall be for a cost payable in
Singapore, in Singapore currency.
Sealed Tenders addressed to the under-
signed, will be received up to the 28th day of
February, 1903.
By Order of the Directors,
W. G. NIVEN,
Secretary.
The Tanjong Pagar Dock
Company, Limited.
Singapore, 21st November, 1902. [a378]
HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.
THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRATA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor
Telegraphic address "HINGKEE" [a1841]

THE QUEEN'S HOTEL,
ELGIN ROAD, KOWLOON.
Three minutes' walk from the Steamer
Wharves, and seven minutes by Ferry-launch
from the City of Victoria.
A First-class Hotel with thirty-five very
Bedrooms.
Board and Residence ... \$5 to \$7.00
By the day ... From \$3 to \$120.00
" month ... for Married Couple ... \$180.00
Everything of the Best.
Dinner Parties by Special Arrangement.
Billiards (Thurston Match Table).
Most perfect culinary arrangements.
Food both in European and Eastern styles.
H. RUTONJEE,
Proprietor.
Hongkong, 25th November, 1901. [a3185]
THOMAS' HOTEL.
NO. 2, QUEEN'S ROAD CENTRAL.
THIS Hotel, having changed hands, has
been re-fitted after the style of a First
Class European Hotel, with rooms on suite and
single, furnished with every regard to perfect
comfort and convenience. The Hotel is in very
close proximity to the principal Banks and
Shipping and Mercantile Offices.
MODERATE TARIFF.
Hongkong, 20th December, 1902. [a105]
VICTORIA HOTEL,
SHAMEN, CANTON.
BRITISH CONCEPTION.
GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
T. F. DA CRUZ, Manager.
Canton, 1st October, 1901. [a183]

HOTELS
THE QUEEN'S HOTEL,
ELGIN ROAD, KOWLOON.
Three minutes' walk from the Steamer
Wharves, and seven minutes by Ferry-launch
from the City of Victoria.
A First-class Hotel with thirty-five very
Bedrooms.
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By the day ... From \$3 to \$120.00
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Everything of the Best.
Dinner Parties by Special Arrangement.
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BRITISH CONCEPTION.
GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
T. F. DA CRUZ, Manager.
Canton, 1st October, 1901. [a183]

INSURANCE
AT MINIMUM COST.
TO buy at the top of the market is a thing
for other people to do. To buy at the
bottom is what we wish to do ourselves.
Now amongst the many privileges which
appertain to youth is the opportunity of pur-
chasing Life Assurance at its minimum cost.
Take time by the forelock and apply for full
particulars and rates to:—
MR. SRS. DODWELL & CO., LD.,
Agents
THE STANDARD LIFE OFFICE. [a1797-4]

HONGKONG HOTEL
A First Class Hotel in every respect.
Elegantly Furnished Reading, Drawing
Room, and Smoking Rooms.
Private Bar and Billiard Rooms for Hotel
residents.
Dining Accommodation for 300 persons.
Private Dining Rooms.
Special Dining Room for large parties.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.
Ladies' Cloak Room.
Ping-Pong Room.
Hydraulic Elevators to every floor.
Electric Lighting.
Electric Fans (if required).
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel.
Wines cooled by Hotel refrigerating
machinery.
Hotel Linen washed on the premises by
machinery.
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Fire Extinguishing Mains and Emergency
Exits on every floor.
CHARGES MODERATE.
H. HAYNES,
Manager. [a48]

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PEAK HOTEL.
Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.
A COVERED, GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.
Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a94]

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard Rooms.
Rooms specially reserved for Captains of the
Mercantile Marine.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 24th October, 1902. [a2829]
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PLUNKET'S GAP, THE PEAK, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [a40]

CONNAUGHT HOUSE.
A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a49]

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(HOTEL-SANTARIUM OF SOUTH
CHINA).
MACAO
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. Heungshan), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
centres.
Cable Address—"BOA VISTA."
For Terms, apply to
THE MANAGER.
[a254]
HOTEL INTERNATIONAL.

THE MOST COMFORTABLE HOTEL.
in Macao. Beautifully situated in Praya
Grande next to Government House.
Telegraphic Address: "International."
Apply to—
THE MANAGER.
Hongkong, 4th October, 1902. [a51]

ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED.

WINE & SPIRIT MERCHANTS

SCOTCH
WHISKY.
WATSON'S
CELEBRATEDBLENDED
VERY OLD LIQUEUR SCOTCH
WHISKY.A blend of the finest WHISKIES dis-
tilled in SCOTLAND of great age, very fine
and mellow.Pronounced by Connoisseurs to be the
BEST BLEND in the FAR EAST.

Per Dozen ... \$16.50

The following are also recommended, and
are unsurpassed in quality:—

- A.—THORNE'S BLEND ... \$12.00
B.—GLENORCHY, MELLOW
BLEND, a fine "Soda"
WHISKY of great age ... 12.00
C.—ABERLOUGH-GLENLIVET ... 13.50
D.—H.K.D. BLEND of the Finest
Old Malt Scotch Whiskies ... 16.00

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

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All letters for publication should be written on
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No anonymous signed communications that have
already appeared in other papers will be inserted.
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Telegraphic Address: P.O. Box 12. Code: A.B.C. 55th Ed.
Litho.
P.O. Box, 33. Telephone No. 12.

On the 12th January, at S. Chuan Road,
Shanghai, the wife of RONALD C. HOWLETT, of a son.
On the 18th January, at Shanghai, the wife of
A. S. P. WHITE-COOPER, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, U.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 22nd January, 1913.

The chaotic state in which the "Reform"
movement in China is now well illustrated
by certain items of news which have been
published within the last few days. We
are not referring, we should perhaps say, to
any actions of the Reform Party, as it is
styled, but to the attitude of the Imperial
Court at Peking toward the various inno-
vations which may be grouped together under
the name of reforms. We have just learned
that the Court contemplates making com-
pulsory the wearing of European dress at
state ceremonies. We have also learned
from a telegram appearing in our junior
evening contemporary that the demolition
of the Temple of Heaven railway station at
Peking has been decreed and that the rails
are being removed. Thus almost at the
same moment we find the Chinese authori-
ties proposing to introduce an unnecessary
and unsuitable imitation of Western customs
and taking the earliest opportunity of doing
away with an undoubted benefit conferred
on Peking as a result of the Allied occupa-
tion in 1900. We only mention these two
instances of the Chinese official attitude at
the moment, but our readers will no doubt
be able to add many others. Now it is
impossible to regard even such small
matters as devoid of significance. On the
contrary, it is from such that we are justified
in concluding that any hopes of China being
put on the path of true progress by her
present rulers is absolutely hopeless. A
few trivial conformities to Western customs,
not in themselves of any advantage to
China, we see and shall doubtless continue

to see increasingly as time goes on. But
the feelings of the governing clique toward
genuine reforms, which will affect the lives
of the Chinese people for good, are as
hostile as ever they were before the flight
from Peking. We have seen none of the
anticipated blessings which were to spring
from the return of the Court from
Kaifeng-fu, with the Emperor restored to
his proper position, as we were told
he would be. As a matter of fact we hear
less now of His Majesty KWANG HSU than
perhaps ever we did since he ascended the
throne. And as for his patriotic advisers,
who were to guide him to make a better
attempt to reform his country than he did
before the celebrated *coup d'état*, they are
not to be found in the precincts of the
Court. It is evident that it is very prema-
ture yet to talk of the prospects of reform
in China, and that the real progress
will not be made by Imperial edicts in the
first place. It is to the education of the
people by trade and railways and by a
modicum of Western learning that the
alteration must be brought. The few
patriotic Viceroy's recognise this, and have
honourably distinguished themselves by
encouraging the introduction of foreign
ideas, etc. That they have done so gives
them a claim on the gratitude of those
interested in the opening up of China, and
it therefore behoves the Powers to recipi-
tate by honourable dealings with the
Chinese. It cannot, unfortunately, be said
that such conduct has been the general rule,
and the honourable have to share the
suspicion inspired by the rest. The history
of the relations between China and the rest
of the world has never been very creditable
to either party. Yet if there is to be an
"awakening" of China, there must be
upright dealings between her and her
exploiters.

The English mail of the 20th ult. was
delivered in London on the 17th inst.

Yesterday the British cruiser *Pique* arrived
from Shanghai and the German gunboat *Tiger*
from Bangkok. The Italian cruiser *Piemonte*
left for Shanghai.

The football match played at Happy Valley
yesterday between the H.K.F.C. and the Royal
Engineers ended in a draw, there being no
goals scored on either side.

The Wing On S.S. Co. announces that the
Chu Kong (Captain Mason) will leave Hong-
kong for Macao daily, Sunday included, at 7.30
a.m., returning from Macao at 2 p.m. daily.

Mr. R. F. Johnston, of the Colonial Secre-
tary's Office, returned yesterday morning by
the *Chowtai* from an overland trip through
Tonkin, Yunnan, the Shan States, and Siam.

The Hongkong Rifle Association will have a
return match with the Royal Marines on
Saturday next, commencing at 2.15 p.m. The
Association team will be found in another
column.

During the 24 hours ended at noon yesterday
two fatal (Chinese) cases of plague were
reported. These are the second and third cases,
which have occurred this year. One came from
Wing Fung Street and the other from Tsing-
shan Street.

The Hongkong Amateur Dramatic Club will
give performances of *His Excellency the
Governor* on Friday and Saturday, 30th and
31st inst., and Monday, 2nd February, com-
mencing each evening at 9.15. The ticket office
will be open on Monday next at the City Hall.

Hon. F. H. May, C.M.G., Colonial Secretary
and Chairman of the Governing Body of the
Queen's College, will preside at the prize
distribution at that institution to-day at noon.
The Rev. Dr. Bateson Wright, the headmaster,
cordially invites all interested in education to be present.

A London telegram in the *Sydney Daily
Telegraph*, dated 23rd ult., says:—"The *Daily
Telegraph* states that the Chinese Emperor
KWANG HSU has addressed an autograph letter
to King Leopold of Belgium, in which he
grants the Belgians a large concession of
territory near Kiaochow."

One of the gunboats built at the Uraga
Dockyard, Japan, to the order of the U.S.
authorities at Manila, which left Koratza on
the 5th inst. for Manila, encountered a storm
on the 6th inst. off Quelpart Island and
had her bow and the berth of the chief
engineer stove in by heavy waves. She had to
put back to Goto Island, where the damage was
repaired. The gunboat was in charge of
Japanese, who were to deliver her at Manila to
the U.S. authorities.

Owing to the growing dimensions which the
rebellion in Kwangsi province has now attained,
says the *N.-C. Daily News*, the Governors of the
two provinces of Yunnan and Kweichow, lying
adjacent to that province, have made arrange-
ments with Governor Wang Chih-chun of
Kwangsi to join forces and, if possible, confine
the outbreak to the latter province alone.
With this as the basis of operations the ter-
ritorial armies of the three provinces will
converge from three points and try to surround
the rebel forces somewhere near the central
portion of Kwangsi. This projected movement
is, however, considered to be rather late in the
day in the South as the rebels have now burst
beyond bounds.

The total issue of convertible notes by the
Bank of Japan is now 212,000,000 yen, and the
specie reserve is 100,000,000.

It is reported in a despatch from Shimomoto
that the British authorities have decided to
establish a sub-consular office at Moji.

It is reported that Na Tsung, who is to follow
Prince Tsai Cheng as representing Chinese at
the Osaka Exhibition, has been ordered to make
investigations with regard to the Japanese
adoption of a gold currency.

Mr. W. H. Wilkinson, H.B.M. Consul at
Ningpo, who has been appointed Consul-
General for Yunnan and Kweichow, was among
the passengers who arrived on the *Canton* on
Tuesday, on his way to Yunnan via Burma.

In the collision between the *Mina* and
Yinkow at Chefoo, the former sank in 20
minutes, all the crew and passengers being in
that time saved by the *Yinkow*, with the excep-
tion of two Chinese who were too anxious to
save their belongings. A valuable cargo of
silk was lost.

We have to acknowledge receipt of the New
Year's Day number of the *Kohama Shinbun*,
published in Tokyo. It contains an article in
English on "The Political Situation." The
other contents are in the Japanese characters
and appear to be of a most interesting nature.
A coloured print is presented with the number.

It is stated that a number of vagabond
Chinese soldiers have for some time past been
committing depredations and robberies in the
extreme north of Korea. The Government has
weakened to the fact that this is an undesirable
state of affairs, and has ordered a force of three
hundred tiger-hunters—to whom arms have
been issued—to hunt these men down!

It is reported from Kobe that as the result
of microscopic examination of the blood of Dr.
Yokota, who was attending the plague patients
at Tokyo and was taken ill the other day, his case
has been declared to be plague. It is said in
Tokyo that the plague bacilli are supposed to
have entered the doctor's system through his
eyes, the mouth being carefully covered while
he was attending patients.

Snow deeper than has been known so early in
the season for a quarter of a century, was
reported in Further Khabar at the beginning
of last month. The assistant to the British
Resident at Leh had a narrow escape on the
Ladak side of the Yojila Pass in November,
where he spent five days traversing 20 miles
through snow in places ten feet deep, and was
nearly snowed up.

A plausible fraud, of distinguished appear-
ance, appears to have been discovered in Japan.
Over six feet in height, and apparently between
35 and 40 years old, Count Leon of Rothenkir-
chen has been representing himself as a
Consul-General of Russia for China, Japan, and
Korea, and has what appear to be perfect papers
with Russian official stamps, etc., and something
that looks like a certificate of the Russian
Government. He is described as got up fan-
tastically, with military buttons on his shoulders,
australun cap, fur-lined boots, etc., the whole
air suggesting a man of alliance. He repre-
sents that Russia and Japan recently con-
cluded a new treaty whereby the ships of either
Power are to be at liberty to enter the ports of
the other state whenever they please, and that
consequently Russia is anxious to secure Con-
sular Agents in the various ports of Japan.
The *Kobe Herald* says:—"Having obtained one's
consent to act in the capacity indicated, various
contract terms, stamps, forms, books, passport,
etc., are produced—all of these things being
necessary to a Russian Consular Agent. These
articles mean money, and he is compelled to ask
for payment, but it is a small matter, as the first
month's salary connected with the office will
suffice to fully reimburse him. The books were
to be sent at once from Tokyo. As the books
did not put in an appearance a note of enquiry
was sent to the Russian Legation and in the
course of time a reply was received saying that
no such person as Count Leon of Rothenkirchen,
Russian Consul-General for China, Japan and
Korea, was known."

The *N.-C. Daily News* of Saturday last says:
Further particulars were brought to Shanghai
yesterday by passengers just arrived from
Nanking, of the great disaster which swept
away Messrs. Butterfield and Swire's godowns
and buildings on Monday, and which precipitated
an unknown number of Chinese into a watery
grave. So far as can be ascertained no foreign
lives were lost: the Customs official, who had
gone out to meet the *Poyang*, being fortunately
on the pontoon at the time. The catastrophe
happened quite suddenly and without warning,
and instead of sliding down into the water
from the shore, as first accounts led us to
suppose, the whole semi-circle of land, wharves
and everything on it, seems to have
sunk in one mass rapidly downward, the part
furthest inland going first. Seeing that the
depth of water is 50 feet in the great bay which
occupies the spot where the wharf stood, and the
land beyond is 120 feet above high-water level,
the land must have been undermined to a depth
of quite 140 feet. The Customs-house which
stood adjacent has since been abandoned as
unsafe, and a long front of Chinese buildings on
the other side shows ominous signs of cracking.
It is, in fact, impossible to say how much
further inland the water may yet make. The
Chinese have already discovered a picturesque
explanation of the disaster: according to native
accounts a great turtle struck the place suddenly.
There is, as might be expected, great excitement
among the Chinese population, who recognise
in the occurrence something much more than a
great and deplorable disaster, to be accounted
for by natural causes.

TELEGRAMS.

REUTER'S SERVICE.

LONDON, 19th January.

N.D.L. STEAMER ASHORE.

The Norddeutscher Lloyd steamer *Lahn*,
from Italy to New York with 500 passengers,
is ashore eastward of Gibraltar. The U.S.
cruiser *Hartford* and four tugs have failed to
refloat her.

JOHANNESBURG.

There is a strong feeling in Johannesburg
in favour of expending the war contribution on
warships.

VENEZUELA.

The German cruiser *Panther* has attempted
to force an entrance to the Gulf of Maracaibo
and fired on the fortress of San Carlos. The
fort replying forced the *Panther* to retire.

LONDON, 19th January.

OBITUARY.

The death is announced of M. Blowitz, the
Paris correspondent of the *Times*.

THE "LAHN".

It is believed that the N.D.L. steamer *Lahn*
is in no danger. The passengers will be trans-
shipped.

VENEZUELA.

Some bakers at Caracas have closed their
shops for want of flour.

THE TRANSVAAL WAR
CONTRIBUTION.

The papers agree that, though the mines
might have furnished a large contribution
without crippling the industry, it is most
important, as regards the future, that the
contribution should be voluntary and furnished
with a good will.

ROYAL HONGKONG YACHT CLUB.

In the account of the yacht race held on
Sunday the times for the 1st class were omitted.
They were:—

	H.	M.	S.
<i>Venus</i> ...	4	22	0
<i>Dione</i> ...	4	24	20
<i>Atannah</i> ...	4	29	44

In the description of the 2nd class race it
should have been stated that the *Chanticleer*
was sailed by Mr. C. S. Gubbay, not by Mr.
Kew.

The 5th Club race will be sailed by the
one-design and 2nd classes on Sunday next,
starting at 1.30 and 1.40 a.m. respectively;
course 28.

ADMISSION OF CHINESE LABOUR
TO PHILIPPINES.

A New York telegram of 15th inst. to the
Manila Cablenews says that the National Board
of Trade passed yesterday a resolution in which
it endorses the application of the Philippine
merchants for the admission of Chinese labourers
to the islands. The board proposes certain
restrictions whereby the United States shall be
protected against the Chinese reaching the
United States by way of the Philippines and also
to assure the protection of American commercial
interests against possible competition. The
National Board of Trade is the most powerful
body of its kind in the United States, and
represents all the commercial interests of the
country. Its recommendations may be expected
to have a wide effect in Congress.

A HINT TO THE MAGISTRATES.

In the course of the hearing of an arson case
at the Criminal Sessions yesterday, the Chief
Justice remarked that he saw from the
depositions taken at the Magistrate's that the
evidence had not been taken so fully as it might
have been there in order to avoid delaying the
case over till next Sessions. He did not see
that there was any special reason why the case
should not have been taken at the next Sessions.
He considered, himself, that there should have
been a little more evidence taken down at the
Magistrate's.

The Attorney-General said he supposed the
reason was that the accused was in custody and
for his sake they wanted the case disposed of.
The Chief Justice remarked that doubtless
there was some such reason.
The subject then dropped.

HONGKONG SANITARY BOARD.

A meeting of the Board will be held to-day,
22nd January, at 4.15 p.m.

ORDER OF THE DAY.—NII.

G. A. WOODCOCK,
Secretary.

AGENDA.

1. Further correspondence relative to the
erection of sixteen water-closets, eight, urinals,
and one Chinese latrine in the building at the
angle of Clatter Road and Des Vœux Road.
2. Correspondence relative to Hongkong
being declared an infected port by Batavia.
3. Lime-washing Return for the fortnight
ended 17th January, 1913.
4. Rat Return for the fortnight ended
17th January, 1913.
5. Mortality Statistics for the weeks ended
20th and 27th December, 1912.
6. Application for exemption from concreting
the ground surfaces of six new houses in
Robinson Road.
7. Application for exemption from concreting
the ground surface of the house "Tai Koo."

SUPREME COURT.

Wednesday, 21st January.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M.
GOODMAN (CHIEF JUSTICE).

CHARGE OF ARSON.

Chui Chong was put in the box on a charge of
having on 27th December set fire to a dwelling-
house at 318, Queen's Road West.

He pleaded not guilty, and was defended by
Mr. E. H. Sharp, K.C., instructed by Mr. J.
S. Harston, solicitor.

The following jury was empanelled:—Messrs.
H. Schureberg, T. Banks, Fung Ku Shan,
Ahmet Ramjaha, J. M. Noronha, A. Nilsson
and W. Goetz.

The Attorney-General, Hon. Sir Henry S.
Berkeley, who appeared for the Crown
(instructed by Mr. F. B. L. Bowley, Crown
Solicitor) stated in opening the case that the
prisoner was charged with having been con-
cerned with others in setting fire to the house
in question. The Crown would undertake to
prove the charge on circumstantial evidence,
that was to say, by adducing to the jury a set
of facts connected with the prisoner from which
the jury might reasonably draw an inference
of his guilt. The facts the Crown had to rely
upon were these: He is in company with another
man, who was implicated in a second charge of
arson, was occupying a room of the house 318,
Queen's Road West on 27th December last.
They had been in occupation of that room for
some short time previously. They rented their
room—a first-floor room—from Chui Chong,
who occupied the basement or ground floor, for
the purpose of using it in their trade of box-
making. He would direct the attention of the
jury to the similarity of the family names of
the prisoner and the man from whom the
room was rented. Prisoner's name was Chui
Chong. The name of the man who rented
them the room was Chui Chung. The name
Chui—the family name—was common to both.

The importance of this connection was that the
ground floor was occupied as a spirit-shop and
was insured for \$3,000, and evidence would be
given to show that the value of the articles in
that shop was very small. In other words, by
this fire the owner of the shop on the ground
floor was to get \$3,000. On the night of the
26th, it would be proved, the prisoner and his
partner occupied this room on the first floor
and the fire originated in the room. About
2.25 on the morning of the 27th a Chinese con-
stable from information received was going
towards that quarter of the town when he saw
a man running out from the verandah of No.
318 in what he described as a suspicious man-
ner. That man was identified as the prisoner's
partner in occupying the room on the first floor.
Almost immediately after the first man had
run out and disappeared up the street the con-
stable saw the prisoner running from the stairs
of the same house and arrested him. Upon being
seized, the prisoner said in a low voice that the
accountant's office on the first floor was on fire.
The constable was in plain clothes so that it
was reasonable to suppose that the prisoner did
not know that he was a constable. The con-
stable went upstairs to the first floor, still hold-
ing the prisoner, and found smoke coming from
the room there. He took the prisoner to No. 7
Police Station and gave the alarm of fire. At
the station, prisoner was examined and his hands
and clothes were found to be smelling strongly
of kerosene. The theory put forward by the
prosecution was that the prisoner had thrown
kerosene about the room for the purpose of
causing a fire. The defence explained that it
got on his hands because he used kerosene with
which to wash off the paint or varnish among
which he worked all day as a boxmaker. But
there was fresh kerosene on his hands and
clothes and this was at half-past two in the
morning. His under-jacket also was damp with
kerosene. On this man being taken to the
police station a European constable (Ledge)
ran to the house and went upstairs. The
smoke was then so dense that he could not
come down and found nobody there. Then
he came down and found in the shop on the
ground floor some Chinese, who ran out
when he gave the alarm. The jury would
see that almost simultaneously with the run-
ning out of these two men from the house
fire broke out; that these facts pointed to arson
was what the prosecution contended. The
defence set up the cock-and-bull story—or
rather the cat-and-lump story—that the
prisoner was asleep and was awakened by hearing
cats fighting; and that the cats hopped over a
lamp and thereby caused the fire. The cat-and-
lump story would not do. This house was of
three stories. The owner of the spirit-shop
rented the whole house, and upon this fact con-
siderable importance must be placed. This man
sub let the room on the first floor to the prisoner
and his partner as boxmakers. The theory the
Crown put forward was that the prisoner
and his partner and the other man Chui
Chung were all concerned in burning this house
down in order that the owner of the win-
shop should get \$3,000 insurance.

His Lordship commented that there was no
charge of conspiracy.
The Attorney-General replied that there was
not, for the reason that the keeper of the win-
shop had cleared out.
His Lordship said he made the remark
because in the very last case of the kind reported
from England he saw that two men were
charged with conspiracy. That was a very
convenient method of dealing with a case and
put the whole thing into one.
The Attorney-General said that would have
been done had they been able to get hold of the
other man Chui Chung. In conclusion he said
he would press to the jury that the boxmaking
business carried on by the prisoner and his
partner had only been in that house some
twenty days before the fire occurred.

Evidence was then taken.
Mr. Sharp in opening the case for the defence
said that their case was a complete denial of the
allegation of the Crown, who made all sorts of
guesses and suggestions but could not actually
tell them how the fire broke out. The evidence
that had been called showed only a case against
the win-shop on the ground floor, the Wing
Tai shop. He did not suggest that the Wing
Tai shop did this, but the whole case of the Crown
was that the Wing Tai was concerned and if so
nothing was easier than for the Wing Tai
people to start the fire in the floor above them
and so divert suspicion from themselves.

For the defence evidence was then taken.
Li Tong, the man who is charged with arson
in connection with the same fire but in a differ-
ent case, was examined.
The Court adjourned at 4.30 till this morn-
ing at 10 o'clock.

POLICE COURT.

Wednesday, 21st January.

BEFORE MR. J. H. KEMP (ACTING
POLICE MAGISTRATE).

ATTEMPTED FELONY.

Lai Hing, a coolie, denied that on the 21st
inst. he entered the house of Dolores Ryder,
a widow residing at 130, Wanchai Road, for
the purpose of committing a felony.

The complainant said she saw the defendant
in her bedroom between six and seven o'clock
in the morning, and called an Indian watchman,
who took him into custody.

This statement having been corroborated by
the watchman, the accused was sentenced to
three weeks' hard labour.

THEFT ON BOARD SHIP.

Su Yung Sang (17) and Su Tan Kin (15),
apprentice blacksmiths, were charged on remand
with stealing a silver watch and a gold-washed
chain and a purse containing \$7.40, total value,
\$24, from three Japanese engineers on board
a steamer in the harbour. Mr. H. W. Looker
appeared for the prosecution and Mr. J. Hays
for the defence.

The prisoners admitted their culpability, and
the first was sentenced to six weeks' hard labour
and twelve birch strokes.

TRESPASSING.

Lap Ling, a coolie out of employment, and
with plenty of spare time on his hands, wan-
dered on board the *Princess Irene* as she lay at
her wharf at Kowloon yesterday morning. He
was accused by one of the officers, who pled
him with a few pertinent questions, and as the
answers to these were anything but satisfactory
Lap Ling was given in charge for trespassing.
His Worship gave him fourteen days.

ROGUE AND VAGABOND.

Such was the distinctive title applied to Ting
Sing, who was found skulking on the stairway
of an occupied house at 205, Queen's Road West
early yesterday morning by P. C. Martin.
Ting Sing was unable to prove that he was not
a rogue and vagabond and that his designs on
the houses in question were not otherwise than
good, which failure to establish his bona-fides
resulted in his being consigned to gaol for
fourteen days.

FICKPOCKETS.

Chi Cha Yam, a Manila clothes-dealer, was
going on board an Ancey steamer in the harbour
on the 10th inst., and got mixed up with a
crowd of about seven or eight coolies who
were coming down the gangway. A foki
accompanied the tailor, and he noticed
one of the coolies put his hand into the other's
pocket and extract something which he passed
to another coolie. The foki shouted out, where-
upon the coolies scrambled down the gangway
and into a sampan, in which they got clear
away. The tailor turned out his pockets, and
found that two good coats, worth eighty
Mexican dollars, were missing. The trip to
Ancey was postponed, and the victimised Chi-
cha Yam and his foki returned on shore to lodge
information with the police. Later in the day, in
Third Street the latter recognised two of the
thieving coolies in the street, and gave them
into the custody of a *lahook* who was passing.

The defendants were convicted on the
evidence adduced, and the older of the two was
sentenced to six weeks' hard labour; the other,
a youth of 16, got off with 48 hours' detention
in gaol, plus a whipping of twelve strokes with
the birch.

CORRESPONDENCE.

[We do not hold ourselves responsible for the
opinions expressed by our correspondents.]

MR. C. BONE'S DEPARTURE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 21st January.

Sir,—On the eve of my departure for England
it is my duty to publicly express my thanks to all
those who have done anything in any way to
assist in the building and furnishing of the
Sailors' and Soldiers' Home in Arsenal Street.
Our well-wishers have been many; their kind-
nesses have I cannot but be a few. Further do I
on behalf of the committee thank those who assisted
us last week with the view to the paying off of
the debt incurred by the additional storey to
the Home. Lastly I must record the debt of
gratitude we owe to Mr. G. Stewart, who so
kindly brought our Home to the notice of the
Navy League and obtained therefrom the sum
of \$100, and to the Hon. F. H. May, C.M.G.,
and Mrs. May for the sum of \$700 handed me
as the result of the variety entertainment
which they initiated and carried through so
successfully. Indeed the generous support
given to the Home from the first by Mr. and
Mrs. May has very greatly assisted us, and to
me personally it has been at times nothing less
than an inspiration.—Yours, etc.,

C. BONE.

PHILIPPINE AFFAIRS.

The following items are taken from the
Manila Cablenews—

Secretary Root has requested Congress to
appropriate another quarter of a million dollars
for the building of barracks in the Philippines.
A half million has already been appropriated but
many complaints have been received of the
insufficiency of this amount for the work that
has been planned.—Brigadier-General Leonard
Wood has made a formal application for service
in the Philippines. The application was made
to the Secretary of War and is now under
consideration. It is believed that it will be
granted and that General Wood will succeed
General Davis when the latter returns to the
United States for retirement. General Davis
will retire under the age limit next July and
will probably be ordered home some time before
that date.—It is stated from Washington that
the programme mapped out by the Administra-
tion is that Governor Taft shall return to the
United States in the spring or early summer
and will then succeed Secretary Root as Secre-
tary of War. The supposed object of this move
is that Governor Taft shall be in more complete
control of Philippine affairs and may bring his
knowledge of conditions to bear. Mr. W. W. Rog-
gill will then succeed to

THE NATIONAL BANK OF CHINA, LTD.

ANNUAL MEETING.

The twelfth ordinary annual general meeting of shareholders in the National Bank of China, Ltd., was held at the offices of the Bank at noon yesterday. Mr. C. Ewen (chairman) presided, and the others present included Messrs. J. Laus, Chen Tung Shan, Chan Kit Shan (directors), Hon. G. W. F. Playfair (Chief Manager), Fung Wa Chin, R. C. Wilcox, E. Kadorie, H. C. Wilcox, E. W. Terrey, and H. Pinckney.

The notice calling the meeting having been read.

The CHAIRMAN said—Gentlemen, in submitting to you the report and accounts for the past year, which, with your permission will, as usual, be taken as read, I would point out that, notwithstanding the abnormal depression of the past twelve months, our profits are nearly as much as last year, but owing to the heavy decline in exchange it takes nearly \$12,000 more than we paid last year to pay the same dividend in sterling. While on the subject of exchange it may be as well to mention that the time appears to be approaching when it may be advisable to bring our shares more into line with the present rate between gold and silver, i.e., either by placing the shares entirely on a silver basis, if such is possible, or else by reducing the sterling amount of the shares to their proper equivalent of silver. I merely mention the matter now so that shareholders may have time to consider it, nothing can be done in that respect without calling an extraordinary general meeting, and it is not proposed to call such a meeting at present, but as I said before, the time is probably approaching when it may be advisable to do so. The unfortunate fraud on the part of our comrades in Yokohama is much to be deplored, and as he hung himself in goal it was hopeless to discover how he made away with the proceeds of his defalcations, and therefore the only proper course was to at once write it off from reserve, as we have done. I should, however, mention that this agency has now been withdrawn. I can hardly close without referring to the burning question of an over-valued silver currency. With the probable adoption of a gold basis in Singapore it is high time that Hongkong should carefully reconsider its position. I know that there is a great deal to be said upon both sides of the question, and there are strong vested interests in favour of continuing on a silver basis, but if the inhabitants of Hongkong were polled to-morrow I believe that four out of five Europeans would vote for a fixed standard. Until we have a fixed standard we can never expect to attract home capital to Hongkong. To return to our accounts, gentlemen, the figures are nearly the same as last year, with the exception of a slight increase in accounts and a slight decrease in our borrowings in London against security (loan payable). We have been able to hold the annual meeting earlier this year than hitherto, and will continue to do so in future, as we have arranged that our London office shall close their books on 30th November instead of 31st December. I have now to move that the report and accounts be adopted.

Mr. TERREY seconded, and the motion was agreed to unanimously.

The next item of business was the confirmation of the appointment as a director of Mr. J. T. Laus, and on the motion of the CHAIRMAN, seconded by Mr. Kwan Hong Kuei, the appointment was duly confirmed.

Mr. R. C. WILCOX proposed the re-election of Mr. Ewen as a director, and this was seconded by Mr. CHEN MI and agreed to.

The CHAIRMAN—As regards the vacancy on the London Committee the directors think that in the meantime two members of the Committee in London are sufficient, and if agreeable to you I would put it in the form of a motion.

Mr. KADORIE—I quite agree with the suggestion of the Chairman, and shall be very happy to second it if it is put in the form of a resolution.

The CHAIRMAN—Then I beg to formally move that the London Committee be restricted to two in the meantime, and that the re-election of the third director is not necessary.

Mr. KADORIE seconded the motion, which was carried without opposition.

On the proposition of Mr. WAI KEE SANG, seconded by Mr. CHAN HEE, it was agreed that Mr. R. C. Wilcox and Mr. A. B. Lowe, chartered accountants, be elected auditors to act jointly or severally at a remuneration of \$300 each, or \$100 for a single audit. It was further decided that Messrs. Deloitte, Dyer, Griffiths and Co., chartered accountants, be continuing auditors in London at the same remuneration as before.

This was all the business. The CHAIRMAN intimated, will be ready this morning.

WHAT IS A PONY?

A correspondent writes to ask me, says "Rupio," in his notes in the December number of the *Badminton Magazine* what a "pony" is—not the pony of the betting ring; he refers to the animal. The dictionaries which he has consulted tell him no more than that a "pony" is a "little horse," and he wants to know where the pony ends and the horse begins. The term is, of course, very loosely used. At Newmarket, where one might expect accurate definitions, the trainers seem to call all sorts of animals ponies. "I will send round your pony at eight o'clock" is a familiar phrase to me, and in two cases it has always portended the arrival of an animal of quite 14.2. I have searched for authorities for some time past, and only accidentally come upon one the other day. A pony, I find it stated, is strictly applicable to an animal under 13 hands; above 13 and up to 13.3 the creature should be known as a galloway, and over 13.3 it becomes a horse. This, however, is not the modern interpretation, though when the phraseology was altered I do not know. According to the *Hurlingham Rules of Polo*, "the height of ponies shall not exceed 14 hands 2 inches," and such an animal, according to my old-time authority, would be quite a full-sized horse. One cannot, of course, go against the *Hurlingham* nomenclature, but I should be inclined to say that in general parlance anything under 14 hands is a pony. I am glad my correspondent did not ask for an exact definition of a "cob," for I could not better than suggest that a thick-set pony from about 13.3 to 14.2 would come under this head; the term "cob," at any rate, has a significance of its own.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

The sixty-second annual meeting of this company was held on the 22nd December, at 122, Leadenhall Street, London. E.C.3. Sir Thomas Sutherland, G.C.M.G., LL.D., in the chair.

The SECRETARY (Mr. G. F. Johnson) read the notice convening the meeting.

The CHAIRMAN—Gentlemen, I presume you will take the report as read, usual. ("Hear, hear.") I have, therefore, very great pleasure in moving its adoption, and I venture to say that the statement which we place before you today is upon the whole the most satisfactory report which has ever been my lot to bring under the notice of the shareholders. ("Hear, hear.")—whether we regard the state of trade and of the shipping interest generally, or the amount of the dividend which we declare, or the very handsome appropriation which we recommend in regard to the reserve or sinking fund of the company. Gentlemen, the dividend and bonus, as you are aware, amount to 8 per cent. on the total paid-up capital of the company, including the bonus of 3 per cent. on the shareholdings to the fact that the bonus is absolutely identified with the safety of the company's fleet and its immunity from anything approaching a serious accident, which is happily the case on the present occasion. I have looked back to see what the effect of that principle as regards the payment of a bonus has really been for a number of years. And I find that looking backwards for thirteen years—namely, to the date on which we reduced our capital account to its present limits—the average payment which we have made to the shareholders has been equal to 8 per cent. and a small fraction. The fraction has, indeed, been a very small one, because it only amounts to 9d. per annum. The payment, therefore, has been really at the rate of 8 per cent., and I think we may consider that a satisfactory return over the long period to which I refer, especially when we take into account that during that time we have materially strengthened the financial position of the company, and in doing so have assured the marketable value of our property. Gentlemen, our position is rendered no doubt most satisfactory by the fact that our paid-up capital is small, and also that we have been able to issue our debenture stock to the public on exceedingly favourable terms. But, I think, there is another view which may be taken with regard to the profits of this company, and it is this—that we carry on a business not only of shipowners but as underwriters, and that as underwriters we are exposed at all times to very heavy risks indeed; and, rarely, taking into consideration the dual nature of the business, the most cautious critic must admit that a return of 8 per cent. is not an excessive profit on a business of this kind; at all events, gentlemen, I am quite sure that the shareholders will not consider it to be of an excessive character. (Laughter.) Well, with regard to the accounts which we place before you to-day, I have really very little information to give in addition to the explanation which has been given in the report itself. You find, under the head of "freight and charter," that our revenue for this year amounts to the considerable sum of £1,824,248, which is an excess of £64,000 over and above the revenue of last year. That is entirely due to our transport service, because our freight proper would have shown by itself a very considerable deficit owing to the lower rates of freight which have prevailed, especially during the last six or eight months, and owing also to a scarcity of cargo. But the transport business has been exceptionally active since the declaration of peace in South Africa, and the necessity arising from hurrying home the troops thence as rapidly as possible. We were so fortunate that, having in recent years built a number of vessels specially suitable for the transport work, we had these vessels rapidly engaged, although at somewhat low rates of remuneration, and the result, one time only as to revenue, not on the revenue account, but in the particular duty, a business which I am sorry to say is now rapidly drawing to a close. Well, I do not like to pass from mention of the transport work without saying that it is due to the officers of this company, both ashore and afloat, that the service has been carried on with such great efficiency and without the slightest interruption or disturbance to the mail service or to the ordinary operations of the company. ("Hear, hear.") As you perceive by the report, we have carried during the last three years 150,000 men and upwards, and several thousand animals, not only without the slightest delay, but with a commendable degree of satisfaction on the part of the commanding officers who had charge of the troops embarking on board your fleet. I do not say for one single moment that our work has been better in that respect than the work of our neighbours, because the transport service in connection with this late war has excited the admiration of the world. ("Hear, hear.") But it is gratifying to find that His Majesty the King intends to recognise the work carried on by the officers of the mercantile marine in connection with these expeditions, and to distribute medals to those who have been engaged, and it is, I am sure, a matter of additional satisfaction to us that our Lord of the Admiralty will be closely identified with that recognition of the mercantile marine to which I now refer. When we pass from our freight to our passenger traffic we find that the total receipt amounts to £1,218,925, and that is very nearly £5,000 under the figure of last year, which was a record year. I may say in passing that this passenger money is almost double the amount of our revenue in this department of twenty years ago. This might attribute this slight decline of £5,000 to various causes. I might attribute it, for instance, to the unfortunate state of affairs in Australia, which has undoubtedly arrested the traffic in that quarter. But in reality and more properly, the slight deficit to which I refer is due to our own liberality in cheapening the price and extending the term of the return passenger tickets, which we now grant at a reduced rate for a period of two years. I find that our representative in Bombay, where a large amount of our traffic naturally centres, estimates that the service at that port alone amounted in the present year to Rs. 200,000, or £131,000. But we are prepared in this next year even to face a somewhat larger sacrifice if it be necessary, for consequent on the reduction which has happily taken place in the price of coals, we feel bound to introduce from January last next a considerable modification in our passenger fares, and more particularly in our Indian passenger fares, which will certainly leave us a deficiency next year unless we are fortunate enough to obtain compensation by an increase in traffic. Touching on the question of traffic, it might be supposed that the Durbar in India, from the extent to which it has been written about in the newspapers, was rapidly making our fortune; but upon a close analysis of the total amount of traffic which we have obtained in that connection, I may mention that it extends only to the small number of 157 first-class passengers spread over four or five very large steamers. Now the modification in our passage rates to

which I have referred will chiefly affect our first-class outward or sterling rate, and in that connection we shall propose a reduction not only of 10 per cent., which we added to our fares some two or three years ago, but a reduction of some 16 or 17 per cent.; and with that low rate in sterling we shall bring our rates in India into harmony, so that in future, whether our passenger rates go upwards or downwards, they will move on what I may call a sterling basis. We intend also to differentiate the rates by our mail steamers from what we call our intermediate steamers—that is to say, from our steamers which run at an average speed of 15 knots, or thereabout, and our steamers which run at an average speed of, perhaps, something like 11½ knots. In short, we have done our best to achieve an equitable tariff, which will come into force from January 1st, but I am not vain enough to suppose that we shall ever invent a tariff which will be cheap enough to please everybody. (Laughter.) It certainly does not appear to me, at all events, that the cost of a travel is excessive. Why, you may go round the world at the rate of a penny per mile, or thereabouts, with four meals thrown in every day. (Laughter.) A second-class return ticket between London and Bombay will work out at three farthings per mile, and I should be extremely sorry to think that our passengers would lose weight as a rule in the course of the voyage. (Laughter.) If I turn from the revenue to our expenditure I may briefly say that the most important feature in our expenditure is a reduction in the cost of coal to the extent of £91,000 during the past year. But although we have diminished some of our expenditure in other directions, I cannot say that our general charges still remain at a very high point. I am hardly giving you a better illustration of what I mean in that respect than by saying that only this last year the London docks have increased our dock dues by 50 per cent., which amounts to certainly not less for the current year than £10,000. Again, the depreciation in silver which has taken place is largely adding to our expenses, more particularly in China; and our staff in the Far East would, indeed, have had great reason for despondency with the exchange rate of 7d. per dollar, if, fortunately for them, the board had not placed all our Eastern salaries on a sterling basis several years ago. When I consider that as your agent in China upwards of thirty years ago I remitted many hundreds of thousands of pounds at 4s. 7d. a dollar, and even thought that a sufficiently low rate, the change to a remitting rate of 1s. 7d. is indeed a startling contrast to that of old times. Well, gentlemen, there is one feature to the debit of our account which I must prominently notice; it is that very handsome charge which we make as an appropriation to the company's sinking fund of £600,000. We have on a million, but this is the first time that we have ever been able to make so munificent an appropriation, which I am quite sure you will cordially endorse—"Hear, hear"—because it is a valuable measure of precaution in view of the termination of our present mail contract, which, as you are aware, looms now before us at a distance of two years, when I am convinced, whether we have a new contract or not, we shall be called upon to effect a considerable additional outlay in connection with your service, and we have already begun to arrange for. Gentlemen, I have nothing whatever, and no one does, of the views and intentions of the Government with regard to the future question of the Eastern mail services; but I imagine that, at a time like the present, when other countries are surely striving to supplant British commerce, and even political influence, in those regions where we have hitherto had a supreme interest, the Imperial importance of our mail services will be a matter which will be kept prominently and clearly in view. It is interesting I think to point to the evolution of our mail services during the last thirty years. Thirty years ago we received a subsidy which I shall show you was an amount of our present mail subsidy. At that time the subsidy was one-fourth of the total amount of our revenue; to-day it is only one-tenth of that revenue, and yet, as you are aware, the mail service is vastly more extensive, more rapid, and more costly than formerly. I stated before a Select Committee of the House of Commons last year that the mail matter carried by this company measured no less than 100,000 cubic tons in the course of the year. We are carrying that mail matter for a half of our former subsidy, when it is pretty certain that the bulk of the mail matter is now carried by a force of the enormous figures which I have mentioned. We have been able to effect this economy in the public service by keeping pace with all modern progress and improvements. It is thus that we are able to say that we have given the Government a very excellent *quid pro quo* in connection with the payments we have received; and if we were to be put on a footing with our foreign competitors—say with the German or French companies—we should require a very large addition to be made to the subsidy which we now receive. The very interesting report of the Committee appointed to consider the question of shipping subsidies has just appeared. The Committee was appointed chiefly with a view to consider whether the progress of foreign shipping had not become such as to necessitate some special bounty or encouragement to the shipping interests of the country. The finding of the Committee is in the opposite sense, and they express the view that subsidies should only be given for value received. This was the only possible finding, in view of the evidence submitted, and this has always been our opinion. The Committee have, however, deemed it advisable not to confine their judgment to this important and other cognate points, but have sought, if I may say so, into the region of philanthropy. They appear to suggest that the Government should, in future mail contracts, stipulate for reduced rates of passage for the thousands of Government officers and employees who travel to and from all parts of the world, granting whatever additional subsidy may be necessary, at the cost of the general taxpayer, to meet this desideratum. At a rough guess the cost of our own company, I should think this arrangement would probably cost the taxpayer about £200,000 a year. But the unheeded taxpayer might surely demur, or, in some cases, perhaps, under why this benevolent idea should be arrested at the circle of Government employees, seeing that there are many hundreds of other people who are by no means so well-to-do, but who are obliged to travel, and who would welcome the advantage of travelling at the cheapest possible cost. The Committee further recommends that, in future contracts, the Government should exercise some control over freights, quoting the example of foreign Governments, more particularly the Austrian Government, in this respect. Probably, however, the Committee were not aware that the Austrian Government had recently come to the rescue of the Austrian Lloyd's Company, to prevent the latter from falling into serious financial difficulty, and that only within the last few weeks the Messageries Maritimes Company—a most admirably administered concern—have been compelled to write off half

(Continued on page 5.)

THE CURRENCY QUESTION.

In the *N. C. Daily News* there appears a "Plea for Immediate Action with a View to the Establishment of a Gold Standard in China," written by Mr. Edward J. Little, of Shanghai. Mr. Little writes as follows:

THE PRESENT POSITION.

The disparity between gold and silver has for many years gradually become more and more pronounced. It has now become a burning question for those countries whose medium of exchange is silver. It is useless to attempt to revive any scheme of bimetalism. Whatever may be the benefits of such a scheme in theory, the practice of the world has made it to be impossible. The subject may be of academic interest, but it no longer enters into practical politics. This paper is not intended to discuss any theoretical question, but aims at immediate action with a view to remedying the present condition of affairs.

Trade has become exceedingly difficult in China owing to the continual and ruinous fall in the value of silver. We are not concerned here whether this is due to the depreciation of silver, to the rise in price of gold, or to any other cause. The fact remains that the price of silver as compared with sterling is very seriously hampering trade. It is perhaps too strong a term to say that trade has become paralysed. If, however, the exchange continues to fall the term will be in order. In this connection I do not propose to discuss what has caused the fall of silver, or whether silver is likely to rise or fall. I do not believe anyone can prophesy with certainty as to what silver is likely to do. One can only say that the indications seem all against any permanent rise in the value of this metal.

An attempt to arbitrarily force up the value of silver is almost certainly foredoomed to failure. The Government of the United States seriously tackled this problem but was compelled to abandon the scheme when it became apparent that all efforts would be in vain. If a wealthy country like the United States has been compelled to abandon the attempt, as an impossible one it is needless to say that it would be more than folly to expect China or any combination of silver-using countries to succeed.

We cannot content from ourselves the fact that the day of silver as a single standard of exchange has gone. It would even appear the commercial world has come to the conclusion that silver cannot be used as a medium of exchange either as a single standard or in any combination with gold, such as bimetalism proposes. That all the great trading nations of the world have given up silver is a sufficient evidence of the truth of this proposition. In the face of the actual practice of the trade of the world it is useless for practical purposes to argue in favour of any silver theory. We are then face to face with the following facts:

1. All the important trading nations of the world are gold as the only standard of value in the exchange of commodities.

2. China is now the only large and important nation in the world which continues to use silver.

3. The ranks of silver-using countries are being rapidly thinned by the replacing of silver with gold. As recent witnesses to this one might point to Japan and Siam and similar nations in the East, and the Straits Settlements, the Philippines, and elsewhere.

4. Trade is becoming increasingly difficult in this country owing to the diminishing value of silver. The import trade is receiving a serious check owing to the enhanced prices in silver required for all foreign commodities and the difficulty of doing business with a medium which is so constantly and violently fluctuating.

5. Some remedy must be found and that immediately. The only remedy seems to be the establishment of a gold standard in China.

Many have imagined that the low price for silver would stimulate enormously the export trade of the country. It is an undeniable fact, however, that the export trade has not responded as was expected to the fall in silver. The prices of native articles have steadily risen in correspondence with the fall in exchange, and this is true more or less over the Empire with all kinds of native produce, even when required for home consumption. It is an interesting question as to what has caused the rise in price in purely native articles for home consumption, but one that we do not wish to digress to discuss here. May it not, however, be possible that though gold as a standard of value is unknown in China it nevertheless has exerted its sway in this country and is responsible for the rise of prices? The laws governing the rise of prices may be wholly unknown to the official and mercantile world of China? One has noticed the rise in value of land as well as of commodities and though the price in silver is much higher than a few years ago it is not improbable a close investigation of the subject would show that expressed in terms of gold there has been no such violent fluctuation as would appear from a mere cursory examination of the question. China's habits are practically all expressed in terms of gold, the result of which is that the amount of China's debt expressed in terms of silver is steadily piling up, and in spite of all payments on account of loans and indemnities not only has the total amount not been reduced but the payments on the same are insufficient to account even for the difference in exchange. It is impossible to say whether or no this movement will continue. As already stated there seems nothing in view to prevent further and continuous falls in the price of silver.

Both from a trading and from a Governmental standpoint it is necessary to find in China some more stable standard less subject to external influence than silver. The only metal available is gold.

A GOLD STANDARD FOR CHINA.

The action of other nations and the condition of affairs as outlined above, are gradually forcing all classes of the community to the conviction that it is absolutely necessary, in order to save the situation, to introduce at the earliest possible moment a gold standard into this Empire. Although China is a debtor nation, there is no insuperable obstacle to the adoption by China of a gold standard. There is sufficient potential and actual wealth in the country to bear the strain of such an enterprise. The following suggestions are made as a possible means of introducing a gold standard:

1. The establishment of a national coinage. At the present moment there is practically no coinage at all in the Empire. It is true that there are various denominations of copper coins and that many provinces have mined dollars. There are also dollars of other countries, such as the Mexican, British and Spanish in circulation in certain sections, but no national coin. The whole of these should be withdrawn from circulation and the provincial mints taken over by the Imperial Government. It is already provided in the Sino-Japanese Treaty that China shall establish a national currency. It will be easier for China to establish a gold coinage at the outset than to still further complicate the situation by establishing a silver currency and then having to change it again as, judging from the history of other nations, she will be compelled to do in the near future. The national coin might be a Taal of the value say of 2s. 6d. It would not be necessary to issue an actual gold coin, indeed in the present condition of things and judging by the treatment to which silver dollars are subjected it will perhaps be wiser for the present not to actually issue a gold

EASTMAN'S

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DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK. PROMPT RETURN.

WE HAVE AN ESTABLISHMENT SOLELY DEVOTED TO EXECUTING WORK FOR AMATEURS, AND WE HAVE LARGER AND BETTER FACILITIES FOR DEVELOPING AND PRINTING THAN ANY HOUSE IN THE COLONY.

ACHEE & CO.,

PHOTOGRAPHIC GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 15th November, 1902.

[39]

VICTORIA LITHOGRAPHIC PRESS.

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EACH DEPARTMENT UNDER TRAINED EUROPEAN SUPERVISION. LATEST MACHINERY FOR PRODUCING FIRST-CLASS WORK.

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coin, though that will naturally follow in future years. Silver subsidiary coins, of course, must be issued, but these coins will only be in the nature of tokens, such as they are in all the gold-using countries of the world. The Government should also issue notes through the regular channel of an authorised bank—Imperial gold currency notes, based on the security of an actual gold reserve, to be absolutely controlled by trustees beyond Government interference. The denominations of notes and should not be required to so exactly observe a label as to prevent him from buying the one when he preferred the other, and that he would have in mind and desire to purchase the well-known, trade-marked "Tansan" goes almost without saying.

The plaintiff did not choose a combination of letters for his trade mark which even in the Japanese language means "carbonated mineral water," or anything of that kind, but even if he had I think the combination of letters would be the proper subject of trade mark and not be held to be merely descriptive in a country where the meaning of this combination of letters was wholly unknown, and where the letters formed a more arbitrary, meaningless word, and I therefore feel obliged to overrule the motion to dissolve the temporary injunction.

drunk, as the most careful man does not take the same examination when he buys mineral water as he does when he buys medicine or many other things of more moment, and I am constrained to say that I think the general appearance of defendants' label, taken in connection with the word "Tansan" appearing upon it, is calculated to deceive, and I believe that the average purchaser of this character of a commodity would not, and should not be required to, so carefully observe a label as to prevent him from buying the one when he preferred the other, and that he would have in mind and desire to purchase the well-known, trade-marked "Tansan" goes almost without saying.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* arrived at Kote at 8.30 p.m. on the 20th inst., and left again at noon on the 21st for Yokohama, where she is due to arrive at 1 p.m. to-day.

The O.S.S. steamer *Tyden* left Shanghai on the 20th inst., a.m., and is due here to-morrow.

The N.Y.K. steamer *Hiroshima Maru* (Bombay Line) left Kobe via Moji for this port on the 19th inst., p.m., and is expected here on the 25th inst.

The P. & O. steamer *Formosa* left Singapore for this port on the 21st inst., at 2 a.m.

TELEPHONE No. 135.

TRADE MARK

STILL LEADING

"CLUB"

A SCOTCH WHISKY OF EXCELLENT

QUALITY AT REASONABLE

PRICE.

PER DOZEN \$15.00

IF YOU REQUIRE A PERFECT

LIQUEUR WHISKY

TRY OUR

KING EDWARD VII

PER DOZEN \$22.00

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12, QUEEN'S ROAD.

COLD STORAGE

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sundays excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 18th November, 1901. [35]

RUINANT PERE & FILLS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND

SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER & CO.,

Sole Agents.

Hongkong, 17th May, 1895. [14]

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, and not to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Pines, Codes: A.B.C., 5th Ed. Lieber's. P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

THEATRE ROYAL CITY HALL

THE HONGKONG AMATEUR DRAMATIC CLUB
WILL GIVE
THREE PERFORMANCES
OF
"HIS EXCELLENCY THE GOVERNOR."

FRIDAY, 30th JANUARY.
SATURDAY, 31st JANUARY.
MONDAY, 2nd FEBRUARY.
Commencing each evening at 8.15 o'clock punctually.

DRPSS CIRCLE AND STALLS ... \$3.00
PIT ... 1.00
NO HALF-PRICE.

The Ticket Office will be open at the Theatre Royal, City Hall, on and after MONDAY, 26th JANUARY next, from 10 a.m. to 4 p.m. daily.
E. W. MITCHELL,
Hon. Secretary.

Hongkong, 22nd January, 1903. [318]
HONGKONG RIFLE ASSOCIATION.

A RETURN MATCH with the ROYAL MARINES will be held on SATURDAY next, the 24th inst., over the 200, 500 and 600 yards ranges. Firing to commence at 2.15 p.m. The following members will form the Association Team, and are requested to be on the ground punctually:
Messrs. Crocker, Parkes, J. Marshall, Angus, R.E., MacEwen, R.E., Thornhill, R.E., Robertson, R.E., Pitt, Strickwood and Pidgeon.
Hongkong, 22nd January, 1903. [110]

CHINA COMMERCIAL COMPANY, LIMITED.
NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the above named Company will be held at my OFFICE, No. 36, Queen's Road Central, on WEDNESDAY, the 25th day of JANUARY, 1903, at 5 p.m., when the subjoined Resolution will be proposed.

Should the Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

RESOLUTION:
"That the Regulations contained in the printed document submitted to the Meeting and for the purpose of identification subscribed by the Chairman thereof and the same are hereby approved and that such Regulations be and they are hereby adopted as the Regulations of the Company to the exclusion of all the existing Regulations thereof."

And NOTICE IS ALSO GIVEN that the said printed document may be inspected by any Shareholder at my Office.
And NOTICE IS FURTHER GIVEN that the FOURTH ORDINARY GENERAL MEETING of the Company will be held at the same place after the conclusion of the above Meeting to transact the ordinary business of the Company.
Dated 21st January, 1903.

C. EWENS,
Manager.

HONGKONG CLUB.

NOTICE

AN EXTRAORDINARY GENERAL MEETING of the MEMBERS of the CLUB will be held in the CLUB HOUSE, on TUESDAY, the 3rd FEBRUARY, 1903, at 5 p.m., for the purpose set forth in the Notice posted in the Hall of the Club.
By Order,
C. H. GRACE,
Secretary.

Hongkong, 22nd January, 1903. [321]
HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE SEVENTEENTH ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the REGISTERED OFFICES of the Company, 38 and 40, Queen's Road Central, on SATURDAY, 7th FEBRUARY, 1903, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1902.

The TRANSFER BOOKS of the Company will be CLOSED, from the 3rd to the 11th February, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 21st January, 1903. [322]
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
The Company's Steamship

"LAISANG"
Captain M. Courtney will be despatched as above on WEDNESDAY, the 28th inst., at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 21st January, 1903. [317]

WING ON STEAMSHIP COMPANY.
HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason).

DEPARTURES from Hongkong to Macao daily at 7.30 a.m. (Sunday included).
Departures from Macao to Hongkong daily at 2 p.m. (Sunday included).

This steamer is the fastest and has superior Cabin accommodation.

European Saloon Passengers, \$1.50
Chinese Saloon Passengers, 1.00
Deck Passengers, 0.40
Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.
Hongkong, 22nd January, 1903. [319]

ENTERTAINMENT
GRAND BENEFIT.

MONDAY, 26th JAN., 1903.

DRAMATIC AND MUSICAL RECITAL

IN AID OF
THE SAILORS' AND SOLDIERS' INSTITUTE, KOWLOON.

Mrs. AINSWORTH, a Graduate of the Boston (U.S.A.) School of Oratory, has volunteered to give EIGHT RECITATIONS, embracing Dramatic Heroic and Humorous. Mrs. AINSWORTH will be assisted by some of the best Musical Talent of Hongkong. Doors Open at 8 p.m. Performance from 8.50 to 11 p.m.
Prices, \$1 and \$2. Tickets on Sale at SAILORS' AND SOLDIERS' INSTITUTE, Kowloon, and ROBINSON PIANO CO., Hongkong, 20th January, 1903. [305]

VICTORIA LODGE, No. 1026, E.C.

A REGULAR MEETING of VICTORIA LODGE will be held at the FREE-MASONS' HALL, Zetland Street, T.C. (THURSDAY), the 22nd JANUARY, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 19th January, 1903. [295]
VICTORIA PRECEPTORY AND PRIORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY and PRIORY will be held at the FREE-MASONS' HALL, on MONDAY, the 28th inst., at 8.30 for 9 p.m. precisely. Visiting Sir Knights are cordially invited to attend.
Hongkong, 20th January, 1903. [309]

WANTED.
CLERK WANTED with knowledge of Shorthand and Typewriting. Apply in writing, stating Salary required and previous employment, to:
SECRETARY,
Hongkong General Chamber of Commerce, Hongkong, 20th January, 1903. [301]

HIGH-CLASS CHRISTMAS CAKES, decorated ... from \$1.00
Plain Christmas Cakes ... from \$1.00
German Sand Cakes ... from \$1.00
Assorted Pastry Cakes ... from \$1.00
Scotch Buns ... from \$1.00
Traden Stollen ... from \$1.00
Mince Pies ... from \$1.00
Chicken and Ham Pies ... from \$1.00
Chicken and Ham Patties ... from \$1.00
Game Pies ... from \$1.00
Christmas Puddings, &c., to Order.
Please apply to WEISMAN & CO., 142, Praya East; ANGLO-AMERICAN STORES, 64, Elgin Road; or ROYAL BEATED WATER DEPOT, Ice House Street.
Hongkong, 19th December, 1902. [117-1]

M. CHADWICK K.E.W.
DENTAL SURGEON,
No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.
Hongkong, 19th March, 1902. [3346]

THE AMERICAN SYSTEM OF DENTISTRY

DR. M. H. CHAUN,
33, DES VUEX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th March, 1902. [2383]

SURGEON DENTIST,
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE
Consultation Free.
Hongkong, 22nd September, 1902. [2352]

CARTRIDGES.
IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE and KYNOC'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 55SG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.,
Hongkong, 28th November, 1902. [1152]

DAVID CORSAIR & SON
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPULING
ARNHOLD, KARBURG & CO.,
Sole Agents.

ASK FOR
CORONATION CUP.
A most delightful beverage just produced by a well-known firm in Manchester.

VI-KOLA.
A draught of this stimulating refresher brings on quickly a sense of vitality and buoyancy that makes life worth living.

STONE GINGER BEER.
A celebrated beverage filled in Patent Codd-neck bottles to avoid structural contamination of any kind, which the earthen bottles could not prevent, being decorated in their interior surface with a net-work of dirt, &c., through "scumming" of common workmen, especially Chinese.

Apply to—
THE ROYAL ERATED WATER MANUFACTORY OFFICE,
Telephone 367;
Depot—Ice House Street; Telephone 374.
11-2 F. P. DANENBERG, Manager

AUCTION
PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on MONDAY, the 26th JANUARY, 1903, at 2.30 p.m., at his SALES ROOMS, Duddell Street, 100 ROLLS TRIBUTE SICK different designs and colours, made at the Imperial Looms at Hongkong.

On view from Saturday, the 24th inst., p.m. Terms—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 21st January, 1903. [315]

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY, the 31st JANUARY, 1903, and MONDAY, the 2nd FEBRUARY, 1903, Each day commencing at 2.30 p.m., at his SALES ROOMS, Duddell Street, A VERY FINE COLLECTION OF JAPANESE ART CURIOS AND EMBROIDERIES.
(Particulars will be published later.)
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 16th January, 1903. [275]

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY, the 24th JANUARY, 1903, at 11 a.m., at their SALES ROOMS, Ice House Street, One 12-Bore CENTRAL FIRE FOWLING PIECE by A. M. Reilly & Co., London, One 10-Bore CENTRAL FIRE FOWLING PIECE by E. B. Schultze, Market Place, Hull;

Also
25,000 Rounds of SPORTING CARTRIDGES, 12-Bore CENTRAL FIRE, as follows:—
1-4-G-10 B, BB and SSG.
5,000 of each Nos. 1, 4, 6 and 10 SHOTS Loaded with E. B. SCHULTZE POWDER by Welbey Scott Revolver and Arms Co., Ltd., Birmingham, and they are Specially Imported for this market.
TERMS—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 17th January, 1903. [288]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY, the 24th JANUARY, 1903, at 2.30 p.m., at their SALES ROOMS, No. 8, Des Vaux Road, Corner of Ice House Street, SUNDRY HOUSEHOLD FURNITURE, comprising:—
TEAKWOOD WARDROBES with BEVELLED GLASS OVERMANTELS, BOOK CASE, TEAKWOOD DINING TABLE, MARBLE-TOP WASHSTANDS, PICTURES, SINGLE and DOUBLE IRON BEDSTEPS, VIENNA CHAIRS, IRON and BRASS FENDERS, DRESSING TABLES with BEVELLED GLASS, E. P. WARE, CARPETS, RUGS, &c., &c.;
Also
Two COTTAGE PIANOS; and
Two RICKSHAWS.
TERMS—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 20th January, 1903. [303]

PRELIMINARY NOTICE.

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TERMS—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 17th January, 1903. [288]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions from D. HASKELL, Esq., to Sell by Public Auction, on THURSDAY, the 22nd JANUARY, 1903, commencing at 2.30 p.m. sharp, at his Residence "SPERANZA" (West of the Plantation Road tram station), THE WHOLE of his VALUABLE HOUSEHOLD FURNITURE, comprising:—
SILK TAPESTRY and PLUSH COVERED DRAWING ROOM SUITE, TEA and OCCASIONAL TABLES, FENDERS, TEAK OVERMANTEL, CONSOLE TABLE with MARBLE TOP, MARBLE TOP LOCK, HATSTAND, CARPETS, RUGS, LACE CURTAINS, FINE BLACKWOOD CABINET and STOOLS, &c., &c.;
FINE TEAK SIDEBOARD with BEVELLED MIRROR, DINING TABLE, DINNER WAGON, DINING CHAIRS, GLASS, CROCKERY and ELECTRO WARE, CUTLERY, STAIR CARPETING, &c., &c.;
DOUBLE and SINGLE WARDROBES with BEVELLED GLASS DOORS, BRASS MOUNTED IRON BEDSTEAD, BEVELLED GLASS, BEVELLED MARBLE-TOP WASHSTANDS, BATHROOM and PANTRY REQUISITES, &c., &c.;
One GRAND PIANO by John Broadwood and Sons, and
One COTTAGE PIANO by John Brinsmead and Sons (both in excellent condition).
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THE

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.

The only office in China having European
taught workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN

A CHEE & CO. Established 1859.
Every Household Requisite. Depot for
Furniture, Carpets, and Accessories,
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CHEONG LEE & CO. Furniture Store.
Established over 30 years. Importers and
Exporters. "Packed Furniture, Black-
wood, Jewellery, &c., highest grade,
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Hongkong, 15th January, 1903. [3462]

CARBOLINUM-AVENARIUS
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Rot, and Dampness.

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Sole Agents for China.

Hongkong, 1st July, 1902. [1801]

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THE HONGKONG STEAM WATER
BOAT CO., LD., is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
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Call Flag W.

J. W. KEW,
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Hongkong, 18th June, 1902. [3333]

R. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP
DEALER.

No. 38, WYNDHAM STREET, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.

Is also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [3199]

(Continued from page 3.)

their paid-up capital as lost, ascribing their
difficulties to the excess of Government control.
In making these suggestions the Committee
appear to me to have failed to perceive
that a mail company is distinctly com-
mercial concern, and in our own case I
have shown to-day that this is the case
emphatically to the extent at least of nine-
tenths of our revenue. We must, therefore,
have complete freedom in respect of the man-
agement of our business, consistent with the
efficient carrying out of our mail contracts, or
if not, then the Government should become our
partner, and guarantee a minimum dividend to
our shareholders. That experiment was, how-
ever, tried many years ago, under the influence
of the late Mr. Scudamore, when the present
Duke of Devonshire was Postmaster-General,
and the Government were. I can assure you,
the first to cry off the bargain. In short, these
notions of interference with the working of
commercial affairs could only, in my humble
judgment, prove disastrous to one party or the
other—i.e., either to the public exchequer or to
the mail company. There is one way, no doubt,
to give effect to theories of this kind: let the
Government buy up the mail companies, and
appoint my friend Mr. Evelyn Cecil to the
post of chairman of a National Shipping Trust,
with a free hand to carry out his views. I do
not venture to prophesy what the consequences
might be of the exchequer, but the Post-office
can, no doubt, afford a considerable amount of
bleeding. There is at least an excellent pre-
cedent for the right way to purchase a shipping
interest, such as ours, in Mr. Pierpont Morgan's
recent bargain with the Liverpool lines. ("Hear,
hear.") It seems almost a pity that the Select
Committee did not think of something of this
kind. Passing away from that part of the
subject—namely, from our revenue and from
our expenditure—and looking round the
horizon of our business generally, it would
give me the greatest possible pleasure to paint
a picture of coming prosperity in the year
which we are just about to commence. But
unfortunately the matters are not at hand for
that purpose, for as you must all be aware,
the shipping trade at the present moment is mon-
otonously and universally depressed. Take, for
instance, our connection with the great Com-
monwealth of Australia. Here is a country
whose wealth consisted in its flocks and herds,
and one colony alone during the last three or
four years has lost 30 or 35 millions of sheep.
I need hardly tell you that from Australia the
export of frozen meat has completely ceased.
Not only so, but the butter export, which at
one time proved to be of the greatest possible
value to us, has almost entirely ceased for the
time being, and the only frozen export from
Australia is that of rabbits. Strange to say,
not less, I believe, than five millions of rabbits
were exported from Australia during the last
season, so that that unfortunate animal would
appear to have become to a certain extent al-
most a blessing instead of a curse. It is
perfectly true that the export of fruit from
Tasmania has continued upon a large scale,
but that affords us very little compensation
for the loss of refrigerated produce in other
directions. I am glad to say that the
affairs in the colonies regarding the state of
the market have fallen, but even making all
allowance for the benefit which they will confer,
I fear it must be some years before the Aus-
tralian Colonists will recover themselves from
the impoverished state which they are now in. I
turn from Australia to China. Here we find
also anything but a satisfactory state of affairs.
China has hardly recovered from the war and
commotion of the last three years; she is
burdened with a heavy load of debt and unfairly
aggravated by this depreciation of silver, and
the state of the trade with that country is most
unsatisfactory. Here is an extract from a
telegram in the Times some days ago from
their correspondent in Shanghai, who says:—
"Meantime the continued depreciation of silver
is resulting in conditions calculated to produce
a serious financial crisis, the import trade is
practically at a standstill, and as regards
exports there is no prospect of an immediate
increase." This is precisely our experience of
the China trade at the present moment; our
last steamer despatched to that country and
Japan was the same steamer that was despatched
a year ago, and the freight this year is less
than one-half of that for the same course
spending the last year. Well, gentlemen, I
therefore trust surely to be a silver lining to these
clouds, and by rights we should find it in our
Indian prospects, which certainly appear good
at the present time. But, although there have
been abundant rains in India, and the crops are
likely to be above the average, still, unfortu-
nately, rates of freight keep very low. The fact
is that India is a country very close at hand
nowadays, and on the slightest encouragement
it is flooded with tonnage of enormous carrying
power, which has the effect to which I refer.
In looking forward to the future, I may truly
state that while our present charter is old-
fashioned in many ways, we could get along with
it very well but for one desideratum, which, in
the present day we think it absolutely neces-
sary to fill. It is that we wish to have
the power, which at present we have not,
to issue capital in payment of any undertaking,
or any company, or any ships which we may
acquire *en bloc*. I do not say that any operation
of that kind is before us at the moment, but
we ought, and must, have this power—whether
we obtain it by charter or whether we obtain it
by voluntary legislation, and placing ourselves
under the Companies Acts. There are con-
siderable technical difficulties in the way of the
latter operation, and I have no doubt that the
charter will be obtained. There is always delay
in connection with these matters, and at the
present moment the negotiation is complicated
by the anxiety of the Government to prevent
the P. & O. from falling into the hands of
some American octopus—(laughter)—an anxiety
which I think is perfectly legitimate; but we
are able to assure the Government honestly
that we have no desire whatever to encounter
that fate—that we wish to continue, if we
possibly can, a British company, not only in
name, not only in point of form, but in
reality. ("Hear, hear.") Gentlemen, I have
referred to the outlay which we shall be

called upon to make in connection, I hope,
with the removal of the mill contract,
but would observe that we cannot wait
in our building operations for that removal,
and, therefore, we are building these four large
vessels of the *Moldavia* class at a cost of a
million and a half sterling. The cargo vessels
which we are building will cost, in round
figures, £100,000 each, and, therefore, our ship-
building obligations at the present time are
very little short of two millions sterling. Will
you have, I am happy to say, as you will see by
the balance-sheet, if it were necessary—
(applause)—and when these ships are added to
your fleet the latter will have cost no less than
10 millions sterling. In the meantime, how-
ever, our present fleet stands at a very modest
figure, as you will notice from the report. In
the company's books our calculation is that it
stands in gross at a figure of £9.2a, and net,
deducting our cash reserves and investments,
at £4.16s. 11d., which, I think, is almost un-
paralleled in the case of a company like our own,
and a fleet of the value of ours. I am happy to
add that, although we have these large amounts
invested and though there has been an immense
depreciation in securities of every kind, and
especially of the highest class, as you are aware,
the actual depreciation on the whole of our securi-
ties at the present time would not amount to
more than £10,000. (Applause.) Now, there is
one item more not touched upon in the report
to which I would refer, and then I shall have
concluded my work. There were rumours, and,
in fact, I may say emphatic statements, in some
newspapers during the autumn that we were
about to remove the whole of our ships back to
the port of Southampton. Well, these rumours
were certainly premature, because we never had
considerably engaged, and they were also
entirely untrue, because we had no intention of
what may be described as our cargo vessels at a
port like Southampton. But undoubtedly,
when we declared to build ships of the
Moldavia class, which are too large to enter
the Royal Albert Dock, we certainly did
turn our attention to the port of Southampton
as an alternative port for our mail steamers.
There is no doubt that Southampton is the
finest passenger port, I might almost say, in
the United Kingdom; and it avoids the serious
risk of Channel navigation to which ships
coming up to the Thames are exposed. We
have also had during the past three years
constant experience of Southampton in connec-
tion with our transport business, which left
upon our minds a very favourable impression,
so much so that it appeared natural that we
might look favourably on the idea of pivoting a
part of our mail service at that port; an idea
which was, no doubt, stimulated by the fact
of the very high dock charges in London, to
which I referred at the beginning of my
remarks. Well, on a very close examination of
the whole of this question (and I need hardly
tell you that we gave it the most painstaking
examination) we found that it would be most
inconvenient to discontinue our mail service be-
tween two ports. We found if we did so we should
incurously affect what I may call the mobility
of our fleet, because it is of the highest interest
and importance, and even efficiency, to us
that our ships should be interchangeable from
one line to another, according to circumstances.
We found, therefore, that it would be most
disadvantageous to us to have our Australian
steamers sail from Southampton and, our
Indian steamers from London. Moreover,
we were obliged to come to the conclusion
that Southampton was not in a position to
undertake the whole of the work of our mail
lines, and that it was exceedingly doubtful
whether the London and South Western Rail-
way Company could work our heavy Indian
traffic, but that even if it could be so worked it
could only be done at a cost which, with the low
Indian freights, would leave us no residuum
for our coffers. Therefore, for these reasons,
we had to come to a decision adverse to what I
may call the claims of Southampton, and we
have decided that when our new steamers are
ready, or sooner, that our mail service will in
future be concentrated at Tilbury, while
our cargo vessels will remain in the
Albert Dock, as they have done for so many
years. That, gentlemen, is the whole
simple story of a matter which has been
somewhat seriously and earnestly dealt with by
sections of the Press; and if I say that we have
decided to continue our preference to the
Thames rather than the Solent, it is not because
we love Southampton less—it is because the
interests of the company require us to work our
vessels in the way we propose to work them.
Gentlemen, I apologise sincerely for having
detained you so long—"No"—but as we meet
only once a year I trust you will excuse me. I
have only to say in conclusion that I am sure
every one here must be persuaded that we have
done everything we possibly can to secure the
present and future prosperity of the company.
I therefore beg to move that the report now
read, which has been circulated among the pro-
prietors, be adopted. (Applause.)

The Right Hon. the EARL OF LEVES and
MELVILLE—I beg to second the motion.
The resolution was passed unanimously.
The CHAIRMAN—Gentlemen, I now beg to
propose that a dividend for the half-year ended
September 30th last of 2½ per cent. on the
preferred stock and a dividend of 6½ per cent.
together with a bonus of 3 per cent. on the
deferred stock, as recommended in the report,
be now declared, and that payment of same be
made, less income-tax, on and after the 1st inst.
Major-General Sir OWEN TUCKER BRUCE—I
beg to second the motion.

The resolution was unanimously adopted.
The CHAIRMAN—Gentlemen, that concludes
the business of the meeting.
Mr. STOCK, in proposing a hearty vote of
thanks to the chairman and directors for their
able management of the company's affairs, said
he was quite sure that every one present had
been particularly interested in the able address
delivered by the chairman. They had been
taken completely round the world, India, China,
Australia, and then brought back to South-
ampton and London, and was particularly glad
to hear that the directors had decided to con-
tinue the fleet in London. Although the
chairman had spoken very highly of South-
ampton, he was sure that in the course of a few
years something would be done to enable
London to receive the large vessels which were
now being built, and which the directors felt
they must build to meet the requirements of
the present time. He was sure that every
office of the company was thoroughly efficient

and that the directors were a most efficient
body of men. Being efficient themselves, they
kept all the officers at home and abroad in an
efficient state. That being so, the thanks of
the proprietors were due to the board for their
excellent management during the past year,
and he had much pleasure in proposing a vote
to that effect.

A PROPRIETOR said that, as an old shareholder,
he had very much pleasure in seconding the
motion. It afforded the proprietors great
pleasure to see their worthy chairman in such
good health and condition; in fact, he looked as
active and fit as when he (the speaker) first
made his acquaintance in 1864 in China. The
chairman had done a great deal for the pro-
prietors as well as for other people, and he had
had much pleasure in listening to his address
and seconding the vote.

The resolution was passed unanimously.
The CHAIRMAN—I am extremely obliged, and
gratified on the part of my colleagues and
myself to say how much we appreciate the con-
fidence you have placed in us. I venture to say,
as I think I have done before, that I really
think we deserve that confidence. I do not
believe that this company could possibly be
served by a more single-minded set of servants
in all its departments, from the board down-
wards, than they are served by now, and it has
been for many years a matter of the highest
personal pride to me that I should have the
honour of presiding over so great a service.
Gentlemen, I thank you warmly for the
compliment you have paid us.

INSURANCES

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.
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Total Losses Paid ... £26,769,240

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prepared to ACCEPT RISKS against FIRE at
Current Rates.

WM. MEYERINK & CO. [142]
Hongkong, 22nd July, 1902.

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The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

DOUGLAS LARRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [28]

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FOUNDED 1710.

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prepared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents. [26]
Hongkong, 16th May, 1892.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above
Company are PREPARED to ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.

SIEMSEN & CO.,
Hongkong, 20th May 1895. [27]

SALAMANDER FIRE INSURANCE
COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

HCTZ, JACOB & CO. [29]
Hongkong, 2nd April, 1900.

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
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REUTER, BRÖCKELMANN & CO.,
Agents. [113]
Hongkong, 21st April, 1897.

"L'URBAINE"
FIRE INSURANCE COMPANY, LD.
(Established 1838.)

THE Undersigned, having been appointed
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Company, are prepared to ACCEPT RISKS
at current rates.

P. LEMAIRE & CO.,
Hongkong, 7th February, 1901. [72]

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COMPANY, LIMITED,
OF DRESDEN.

THE Undersigned, having been appointed
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prepared to ACCEPT FOREIGN and
CHINESE RISKS.

HOTZ, JACOB & CO. [2327]
Hongkong, 1st September, 1902.

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ANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents. [25]
Hongkong, 16th November, 1872.

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TURNER & CO. [246]
Hongkong, 14th January, 1903.

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SUBSCRIBED CAPITAL.....2,750,000 0 0
PAID-UP CAPITAL.....687,500 0 0

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SEWEN, TOMES & CO.,
Agents. [1796]
Hongkong, 1st July, 1902.

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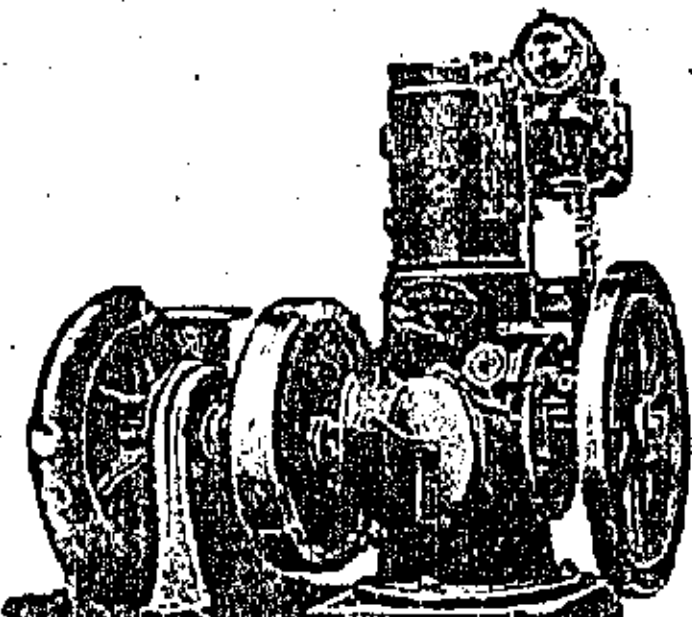
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"OH, FIE, CIGARETTE!"

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WHEN I HAVE TO PRETEND THAT I DON'T, YOU KNOW?"

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1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL.	CHUSAN	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 31st inst., at Noon.
LONDON	TELEMACHUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 7th February.
LONDON	PROMETHEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th February.
LONDON	DIOMEDES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd March.
LONDON	MACHAON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th March.
LIVERPOOL	TYDEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
MARSEILLES, LONDON & ANTWERP v. S'PORE, &c.	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th February.
MARSEILLES, &c., via PORTS OF CALL.	BINGO MARU	Jap. str.	—	F. Davies	NIPPON YUSEN KAISHA	On 24th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP v. S'PORE, &c.	CALEDONIAN	Freem. str.	—	Remes	MESSAGERIES MARITIMES	On 26th inst., at 1 p.m.
MARSEILLES & ANTWERP	JAMAICA MARU	Jap. str.	—	J. W. Wale	NIPPON YUSEN KAISHA	On 7th Feb., at Daylight.
HAIR & HAMBURG	CRETEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th February.
HAIR & HAMBURG	DARKEST	Ger. str.	2 m.	G. Minors	MELCHERS & CO.	On 24th February.
HAIR & HAMBURG	AMBRIA	Ger. str.	—	Duckstein	HAMBURG-AMERIKA LINIE	On 4th February, at Noon.
HAIR & HAMBURG	WURZBURG	Ger. str.	—	v. Binzer	HAMBURG-AMERIKA LINIE	On 3rd February.
HAIR & HAMBURG	C. FEED. LAEISZ	Ger. str.	—	Fuchs	HAMBURG-AMERIKA LINIE	On 26th February.
HAIR & HAMBURG	HAMBURG	Ger. str.	—	Kirchner	HAMBURG-AMERIKA LINIE	On 10th March.
HAIR & HAMBURG	HAMBURG	Ger. str.	—	von Doehren	HAMBURG-AMERIKA LINIE	On 18th March.
GENOA & LONDON	BENEDI	Brit. str.	—	Clark	GIBB, LIVINGSTON & CO.	On or about 2nd February.
TRIESTE, &c., via SINGAPORE, &c.	TIROL	Aus. str.	—	Bretfeld	SANDEL, WIELER & CO.	On 27th inst., at Noon.
NEW YORK, via PORTS & SUEZ CANAL	HINDUSTAN	Brit. str.	—	Doddwell	DODWELL & CO., LD.	About 4th February.
NEW YORK, via SUEZ CANAL	INDRADEO	Brit. str.	—	Easterbrook	JARDINE, MATHESON & CO.	On or about 10th February.
NEW YORK, via SUEZ CANAL	GIBRALTAR	Brit. str.	—	D. Morris	SHAW, TOMES & CO.	On or about 14th February.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 11th February, at Noon.
VANCOUVER, via SHANGHAI, &c.	JARTAR	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 25th February.
VICTORIA (B.C.) & TACOMA, via JAPAN	REDFORD	Brit. str.	—	E. G. Purington	BUTTERFIELD & SWIRE	On 7th February.
VICTORIA (B.C.) & SEATTLE, via SHANGHAI, &c.	KAGA MARU	Jap. str.	—	G. Ando	NIPPON YUSEN KAISHA	On 27th inst., at 4 p.m.
VICTORIA (B.C.) & SEATTLE, via SHANGHAI, &c.	PAKINGO	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst.
PORTLAND, OREGON	INDRAVELLI	Brit. str.	2 m.	W. C. Craven	PORTLAND & ASIATIC S.S. CO.	On 30th inst., at 4 p.m.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 5th February, at Noon.
AUSTRALIAN PORTS	AUSTRIAN	Aus. str.	—	Helms	GIBB, LIVINGSTON & CO.	On 16th February.
AUSTRALIAN PORTS	TSINAN	Brit. str.	—	B. H. W. Snow	P. & O. S. N. Co.	On or about 28th inst.
YOKOHAMA, via SHANGHAI, WEIHAIWEI &c.	FORMOSA	Brit. str.	—	C. L. W. Field	P. & O. S. N. Co.	On or about 1st February.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	MALTA	Brit. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	—	N. Trent	NIPPON YUSEN KAISHA	On 30th inst., at Daylight.
KOBE & YOKOHAMA	AWA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 11th February.
KOBE & YOKOHAMA	CHANGSHA	Brit. str.	—	H. Fraser	NIPPON YUSEN KAISHA	To-day.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	—	P. Grosch	BUTTERFIELD & SWIRE	Quick despatch.
SHANGHAI	STUTTGART	Ger. str.	—	T. W. Groves	MELCHERS & CO.	On 23rd inst.
SHANGHAI, via SHANGHAI, HIOGO & YOKOHAMA	DAIGI MARU	Jap. str.	1 m.	I. Goto	OSAKA SHOSEN KAISHA	On 23rd inst.
TAMUL, via SWATOW & AMOY	ASPING MARU	Jap. str.	1 m.	Rosch	OSAKA SHOSEN KAISHA	To-morrow, at Daylight.
SWATOW, AMOY & FOCHOW	HAIFAN	Brit. str.	—	R. Rodger	DOUGLAS LARPAK & CO.	To-day.
MANILA	SUGKIANG	Brit. str.	—	E. P. Bishop	BUTTERFIELD & SWIRE	To-morrow, at Noon.
MANILA DIRECT	ZAFIRO	Brit. str.	—	P. H. Rolfe	SHAW, TOMES & CO.	On 24th inst., at 4 p.m.
MANILA	ROHILLA MARU	Jap. str.	2 m.	R. W. Almond	SHAW, TOMES & CO.	On 28th inst., at Noon.
MANILA	YUENSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th February.
MANILA DIRECT	TSINAN	Brit. str.	—	C. R. Longden, R.N.R.	P. & O. S. N. Co.	On 27th inst., at Noon.
SINGAPORE & BOMBAY	PEKIN	Brit. str.	—	M. Courtney	JARDINE, MATHESON & CO.	On 28th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	J. Naga	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
BOMBAY, via SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	—	—	—	—

SHIPPING.

ARRIVALS.

Jan. 21, ANPING, Chinese str., from Canton.
Jan. 21, CHOWTAI, German str., 1,115, Tector, Bangkok via Swatow 12th Jan., Rice and Rubber, etc.
Jan. 21, DAIKAI, Japanese str., 345, T. W. Groves, Tamsui via Amoy and Swatow 10th January, General.—OSAKA SHOSEN KAISHA.
Jan. 21, HAITAN, British str., 1,167, Roach, Swatow 20th Jan., General.—DOUGLAS LARPAK & CO.
Jan. 21, HONGKONG, French str., 742, Pannier, Hoihow 20th January, General.—A. R. MARTY.
Jan. 21, IRENE, Chinese str., from Canton.
Jan. 21, PIQUE, British cruiser, 3,000, Harry C. Reynolds, Shanghai 15th January.
Jan. 21, PRINCE OF WALES, German str., 1,552, F. Bremer, Tamsui 18th January, General.—BREMER & CO.
Jan. 21, SARINE RICKMER, British str., 690, Connell, Tamsui 19th January, Ballast.—ARNHOLD, KAMBERG & CO.
Jan. 21, SKULD, Norwegian str., 914, J. Hendrikson, Bangkok 14th January, Rice.—CHINESE.
Jan. 21, TONY, German gunboat, 700, Schrader, Bangkok 14th January.
Jan. 21, YUNNAN, British str., 1,206, Wm. Benson, Chingwangshan 15th Jan., Coal.—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
21st January.
Canton, British str., for Singapore.
Canton, British str., for Swatow.
Daigai Maru, Japanese str., for Moji.
Haitan, French str., for Pakhoi.
Haitan, British str., for Swatow.
Haitan, Dutch str., for Hongkong.
Irene, Chinese str., for Shanghai.
Kaitang, British str., for Yokohama.
Leau, Portuguese str., for Singapore.
Pera C. C. Kiao, German str., for Pakhoi.
Tamsui, British str., for Canton.
Triumph, German str., for Hongkong.
Victoria, Swedish str., for Amoy.

DEPARTURES.

21st January.
ANTHON, British str., for London.
APENACK, German str., for Hoihow.
CANTON, British str., for London.
CANTON, British str., for Shanghai.
DAIYA MARU, Japanese str., for Moji.
HAIFAN, French str., for Pakhoi.
HAIFAN, British str., for Swatow.
HAIFAN, French str., for Hongkong.
HALOTIS, Dutch str., for Swatow.
IRENE, Chinese str., for Shanghai.
KYOTO MARU, Japanese str., for Kobe.
MAIRU MARU, Japanese str., for Swatow.
MEXICO, Chinese str., for Shanghai.
PERA C. C. Kiao, German str., for Pakhoi.
PIEMONTE, Italian cruiser, for Shanghai.
PRINCE IRENE, German str., for Europe.
TAMUL, British str., for Canton.
VICTORIA, Swedish str., for Amoy.

VESSELS IN DOCK.

21st January.
ANDERSEN DOCK.—Kohsichung, Hermannia Menzel.
K. WONG DOCK.—H. G. M. S. Iltis, Kin-shan, Yuenang, J. H. Zimmernann, Tigilante, Pearl Dancer, Heineke Menzel.
COSMOPOLITAN DOCK.—Brand, Hoani.

SHIPPING REPORTS.

The British steamer Haitan, from Swatow 20th Jan., had moderate wind and sea and fine weather.
The German steamer Chowtai, from Bangkok via Swatow 12th Jan., had strong N.E. monsoon and high sea.

NOT RESPONSIBLE FOR DEBTS.

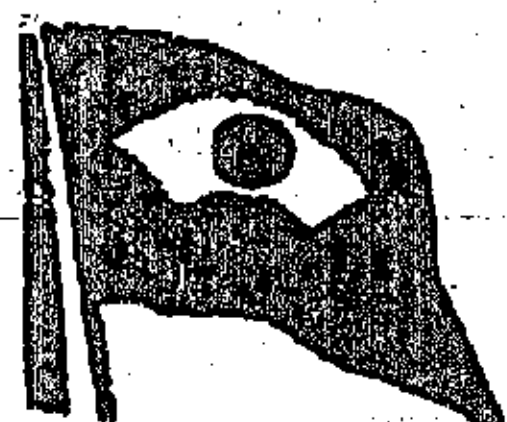
NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:
EVIE J. Ray, American barque, F. Carson—Rander, Wier & Co.
LOTHAIR, Italian barque, A. M. Schiaffino—Order.
SHIMOSA, British str., E. A. Chaplain—Doddwell & Co., Ltd.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
"HAITAN"
Captain Roach, will be despatched for the above ports TO-MORROW, the 23rd inst., at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LARPAK & CO.,
General Managers.
Hongkong, 21st January, 1903. [313]



TOYO KISEN KAISHA.

(ORIENTAL S.S. CO.)
REGULAR SERVICE BETWEEN
HONGKONG AND MANILA IN
48 HOURS.

THE Company's well-known Steamship
"ROHILLA MARU,"
3,863 Tons, Captain E. P. Bishop, will be despatched for MANILA TO-MORROW, the 23rd inst., at Noon.

To be followed by the "ROSETTA MARU" on the 29th inst.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried. For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Lee House Street.

K. NAKASHIMA,
Manager.
Hongkong, 20th January, 1903. [16]

IN DO-CHINA S. EAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"YUENSANG,"
Captain P. H. Rolfe, will be despatched as above on SATURDAY, the 24th inst., at 4 p.m.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 17th January, 1903. [292]

IMPERIAL GERMAN MAIL LINE.
FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship
"STUTTGART,"
OF THE NORDDEUTSCHER LLOYD,
Captain P. Grosch, due here with the onward German Mail about SATURDAY, the 24th inst., at noon, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 20th January, 1903. [15]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.
REDUCED SALOON PASSAGE
MONEY,
SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SWEETENERS.

BUTTERFIELD & SWIRE
AGENTS.
Hongkong, 9th January, 1903. [208]

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

STEAMSHIP	TONS	DATE
R.M.S. "EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 11th Feb.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 25th Feb.
R.M.S. "EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 11th Mar.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 18th Mar.
R.M.S. "EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 1st April
R.M.S. "EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 22nd April
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 6th May
R.M.S. "EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 19th May
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th May

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pender Street.

NORTHERN PACIFIC STEAMSHIP CO.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,
VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND
YOKOHAMA,
FOR
VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Captain. Tons. Sailing Date.

* PLEIADES .. F. G. Purington .. 3,753 .. February 7th
* SHAMUT .. W. M. Smith .. 3,006 .. February 17th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR AND EASTERN CITIES OF THE UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to
DODWELL & COMPANY, LIMITED,
GENERAL AGENTS.
Hongkong, 15th January, 1903. [7]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS. ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	DESTINATIONS	SAILING DATES
+ DARMSTADT	WEDNESDAY ... 4th Feb., 1903.
+ STUTTGART	WEDNESDAY ... 18th Feb., 1903.
+ PREUSSEN	WEDNESDAY ... 4th Mar., 1903.
+ HAMBURG	WEDNESDAY ... 16th Mar., 1903.
+ PRINZ HEINRICH	WEDNESDAY ... 1st April, 1903.
+ SACHSEN	WEDNESDAY ... 15th April, 1903.
+ KLAUSCHOU	WEDNESDAY ... 29th April, 1903.
+ BAYERN	WEDNESDAY ... 13th May, 1903.
+ ROON	WEDNESDAY ... 27th May, 1903.
+ PRINZ REG. LUTPOLD	THURSDAY ... 11th June, 1903.

* Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON WEDNESDAY, the 4th day of February, 1903, at NOON, the Steamship "DARMSTADT," of the Norddeutscher Lloyd, Captain G. Meiners, with MAELS, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 2nd February. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 3rd February, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 3rd February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to
MELCHERS & CO., AGENTS.
Hongkong, 22nd January, 1903. [5]

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR SINGAPORE AND BOMBAY (PEKIN) TO SAIL ON REMARKS.

(Calling at Colombo en route). { C. R. Longden, R.N.R. } Noon, 27th } Freight only.
January

YOKOHAMA, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, (Passing through the Inland Sea) { B. H. W. Snow } About 28th } Freight or
January } Passage.

LONDON, &c., via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, (Passing through the Inland Sea) { CHUSAN } Noon, 31st } See Special
January } Advertisement.

YOKOHAMA, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, (Passing through the Inland Sea) { C. L. W. Field } About 1st } Freight or
February } Passage.

For MARSEILLES, PLYMOUTH and LONDON DIRECT { MALTA } 6,064 Tons. 28th March

WITOUT TRANSIT. For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 22nd January, 1903. [7]

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KASUGA MARU ... NAGASAKI, KOBE and YOKOHAMA ... FRIDAY, 23rd Jan. at NOON.

BINGO MARU ... MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... SATURDAY, 24th Jan. at DAYLIGHT.

KAGOSHIMA MARU ... KOBE and YOKOHAMA ... SUNDAY, 25th Jan. at NOON.

HIROSHIMA MARU ... BOMBAY, via SINGAPORE and COLOMBO ... TUESDAY, 27th Jan. at NOON.

KAGA MARU ... VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA ... TUESDAY, 27th Jan. at 4 p.m.

AWA MARU ... KOBE and YOKOHAMA ... FRIDAY, 30th Jan. at DAYLIGHT.

YAWATA MARU ... SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE ... FRIDAY, 30th Jan. at 4 p.m.

TAMBA MARU ... MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... SATURDAY, 7th Feb. at DAYLIGHT.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round the World. Tickets also issued between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.
A. S. WILKINSON, Manager

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LIE

OCEAN STEAM SHIP CO., LD.

CHINA MUTUAL STEAM
NAVIGATION CO., LD.
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PAKLING"	On 28th January.
GLASGOW and LIVERPOOL	"DIOMED"	On 28th January.
GLASGOW and LIVERPOOL	"CHINGWO"	On 3rd February.
GLASGOW and LIVERPOOL	"MACHAON"	On 11th February.
GLASGOW and LIVERPOOL	"ACHILLES"	On 19th February.

FOR	STEAMERS	TO SAIL
LONDON	"TELEMACHUS"	On 7th February.
LONDON	"PROMETHEUS"	On 17th February.
LONDON	"DIOMED"	On 3rd March.
LONDON	"MACHAON"	On 17th March.

LIVERPOOL	STEAMERS	TO SAIL
LIVERPOOL	"DIOMED"	On 23rd January.
LIVERPOOL	"DARDANUS"	On 20th February.

MARSEILLES and ANTWERP	STEAMERS	TO SAIL
MARSEILLES and ANTWERP	"PYRRHUS"	On 20th February.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS VIA "PAKLING"	"PAKLING"	On 30th January.

The S.S. "TYDEUS" left Shanghai on the 21st inst., a.m., and is due here on the 23rd inst.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
[10-12]CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"SUNGKIANG"	On 22nd January.
SHANGHAI	"HUPEH"	On 22nd January.
Kobe and YOKOHAMA	"CHANGSHA"	On 11th February.
MANILA	"TSINAN"	On 16th February.

PORT DARWIN, THURSDAY
ISLAND, COOKTOWN, CAIRNS,
TOWNSVILLE, BRISBANE,
SYDNEY and MELBOURNE
The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued Table. A daily qualified
Surgeon is carried.Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.See Special Advertisement.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
[11]

Hongkong, 22nd January, 1903.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FROM	STEAMERS	LEAVING
TAMU, VIA SWATOW	"DAIJI MARU"	SUNDAY, 25th
TAMU, VIA SWATOW	"DALIN MARU"	SUNDAY, 1st
TAMU, VIA SWATOW	"T. OGATA"	February.
FOOCHOW, VIA SWATOW	"ANPING MARU"	WEDNESDAY, 28th
AND AMOY	I. Goto	January.

The Co.'s new Steamers are specially designed for the coast trade of South China and
Formosa, and are fitted with all modern improvements. Excellent accommodation is provided
for first-class passengers, and a daily qualified doctor is carried.All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the
Government Marine Surveyors, and are registered the highest class at Lloyd's.Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at
Tamsui to land all passengers and cargo.By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze
River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's
steamers from Shanghai.For Freight, Passage, and further information, apply to Company's local Branch Office at
No. 2, Des Vaux Road Central.
Hongkong, 22nd January, 1903.

T. ARIMA, Manager. [15]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon midships. Electric Light. Perfect
Cuisine. Surgeon carried. All the most up-to-date arrangements for
comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila Direct	On 23rd Jan., at Noon.
RUBI	2540	R. W. Almond	Manila Direct	On 25th Jan., at Noon.
DIAMANTE	1980	A. H. Nodley		
PERLA	1980	J. McGinty		

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
[17]

Hongkong, 20th January, 1903.

CHINA NAVIGATION CO., LD.

HONGKONG TO
SYDNEY AND MELBOURNE
VIA USUAL AUSTRALIAN PORTS OF
CALL.AVERAGE LENGTH OF VOYAGE TO SYDNEY
20 DAYS.
Saloon Passengers carried at SPECIALLY
REDUCED RATES, particulars of which
can be obtained on application to the
Undersigned.NEXT SAILINGS.
"TSINAN" leaves on 16th February.
"CHANGSHA" " 7th March.
"CHINGTU" " 24th April.
"TAIYUAN" " 22nd April.Superior accommodation including Electric
Light throughout. Fitted with Refrigerators
which ensure a fresh supply of Ice and Provisions
during the entire voyage. Daily qualified
European Surgeons carried.For Freight and further particulars,
apply to
BUTTERFIELD & SWIRE,
AGENTS.
[19]CHINA NAVIGATION CO., LD.
Hongkong, 21st January, 1903.

[19]

[19]

[19]

[19]

[19]

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.NOTICE.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX.
PORTS OF BRAZIL AND RIVER PLATE.ON MONDAY, the 25th January, 1903, at
1 P.M., the Company's Steamship
"CALEDONIAN," Captain Remet, with Mail,
Passengers, Specie and Cargo, will leave this
Port for MARSEILLES, and BOMBAY.This Steamer connects at COLOMBO with
the a.s. Armand Belic, which vessel takes on
her Passengers and Mails, leaving that port on
the 7th February, direct to Suez, Port Said and
Marseilles.Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.Shipping Orders will be granted till Noon,
Cargo will be received on board until 4 P.M.,
Specie and Parcels until 3 P.M., on the 25th
January. (Boxes are not to be sent on the
board, they must be left at the Agency's Office.)
Contents and Value of Packages are required.
For further particulars, apply at the Com-
pany's Office.G. DE CHAMPEAUX,
Agent.
Hongkong, 14th January, 1903. [2]AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.STEAM FOR
TRIESTE (DIRECT),
CALLING AT SINGAPORE, BOMBAY,
KARACHI, ADEN, SUEZ and
PORT SAID.(Taking Cargo at through rates to the BRAZILS,
to SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEBANT, VENICE and
ADRIATIC PORTS.)
THE Company's Steamship"TIROL," will be despatched as above
on TUESDAY, the 27th inst., P.M.
The Steamer has capital accommodation
for Passengers, Electric Light, and carries a
Doctor.For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents,
Princes Building.
Hongkong, 10th January, 1903. [3]THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.THE Steamship
"CHUSAN,"
Captain C. L. Davis, carrying His Majesty's
Mails, will be despatched from this Port for Bombay,
on SATURDAY, the 31st January, at Noon,
taking passengers and cargo for the above
ports.Silk and Valuable, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transhipment.Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 19th January, 1903. [1]

"EEN" LINE OF STEAMERS.

FOR GENOA AND LONDON.
THE Steamship
"BENLEDI,"
Captain Clark, will be despatched as above on
or about 2nd February, 1903.For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 17th January, 1903. [233]REGULAR
STEAMSHIP SERVICE TO NEW
YORK.VIA PORTS AND SUEZ CANAL
(WITH LIBERTY CALL AT PHILIPPINE
PORTS.)
PROPOSED SAILINGS FROM HONGKONG.
1903."HINDUSTAN" About 4th February.
"SHIMOSA" " 28th February.
"BRAEMAR" " 10th March.For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 20th January, 1903. [340]EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and QUEENSLAND
PORTS, and taking through Cargo to ADE-
LAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"AUSTRALIAN,"
Captain Holmes, will be despatched as above
on THURSDAY, the 5th February, at Noon.This well-known Steamer is specially fitted
for Passengers, and has a refrigerating cham-
ber, which ensures the supply of fresh pro-
visions, ice, &c., throughout the voyage.The Steamer is installed throughout with
the electric light.A stewardess and a daily qualified surgeon
are carried.N.B.—To assure the additional comfort of
passengers, the Steamer of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 14th January, 1903. [244]AMERICAN ASIATIC STEAMSHIP
COMPANY.FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"GIBRALTAR,"
Captain D. Morris, will be despatched for the
above ports on or about SATURDAY, the 14th
February.For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 20th January, 1903. [286]

NOTICES TO CONSIGNEES

PORTLAND AND ASIATIC STEAM-
SHIP COMPANY.NOTICE TO CONSIGNEES.
STEAMSHIP "INDRABELLI,"
FROM PORTLAND (MO.) KOBAYAMA,
Kobe and MOJI.The above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigna-
ture, and to take immediate delivery of their
Goods from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.ALLAN CAMERON,
General Agent.
Hongkong, 17th January, 1903. [14]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"COR MANDEL,"
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:
From London, &c., ex s.s. Arcadia.
From Persian Gulf, ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M. To-day, 17th inst.Goods not cleared by the 24th inst., at 4 P.M.,
will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged packages must be left in the God-
downs for examination by the Consignee, and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.AMERICAN ASIATIC STEAMSHIP
COMPANY.FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"GIBRALTAR,"
Captain D. Morris, will be despatched for the
above ports on or about SATURDAY, the 14th
February.For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 20th January, 1903. [286]

NOTICES TO CONSIGNEES

PORTLAND AND ASIATIC STEAM-
SHIP COMPANY.NOTICE TO CONSIGNEES.
STEAMSHIP "INDRABELLI,"
FROM PORTLAND (MO.) KOBAYAMA,
Kobe and MOJI.The above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigna-
ture, and to take immediate delivery of their
Goods from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.ALLAN CAMERON,
General Agent.
Hongkong, 17th January, 1903. [14]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"COR MANDEL,"
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:
From London, &c., ex s.s. Arcadia.
From Persian Gulf, ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M. To-day, 17th inst.Goods not cleared by the 24th inst., at 4 P.M.,
will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged packages must be left in the God-
downs for examination by the Consignee, and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.E. A. HEWETT,
Superintendent.
Hongkong, 17th January, 1903. [1]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "BRAEMAR,"
FROM GLASGOW, LIVERPOOL AND
STRAITS.Consignees of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 5 P.M.,
To-day, 15th inst.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 22nd inst. will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
25th inst., or they will not be recognised.All broken, damaged, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 22nd inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 15th January, 1903. [272]INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.
THE Company's Steamship
"LAISANG,"
having arrived from the above ports, Con-
signees of Cargo by her are hereby informed
that their Goods will be delivered from along-
side.Cargo impeding the discharge or remaining
on board after 4 P.M., to-day, 15th inst., will
be landed at Consignees' risk and expense into
Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 18th January, 1903. [360]OCEAN STEAMSHIP COMPANY,
LIMITED.CONSIGNEES per Company's Steamer
"PYRRHUS,"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., in both cases
it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or
Godown on and after the 20th inst.Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.Goods undelivered after the 26th inst.
will be subject to rent. All damaged Goods
must be left in the Godowns, where they will be
examined at 11 A.M. on the 26th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th January, 1903. [1]A NEW MAGAZINE (Published Quarterly).
"THE EAST OF ASIA."CONTAINING Articles of Special Interest
Profusely Illustrated, descriptive of the
People, Customs, &c., of the Far East.
Price
At Messrs. KELLY & WALSH, LD.,
Hongkong.
Hongkong, 13th December, 1902.MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.CODE WORD: "DOCK," NAGASAKI.
A.I. A.R.C. Scott's and Engineering Code
Used.DOCK No. 1 (at TATEGAMI).
Extreme Length... 553 feet.
Length on Blocks... 513 "

Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350 "

Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as REPAIRING OF SHIPS.The COMPANY has a SALVAGE
STEAMER, 712 TONS GROSS, FITTED
WITH POWERFUL SALVAGE PLANT
READY AT SHORT NOTICE. [154]

NOTICE TO SUBSCRIBERS.

I BEG to notify that on and after the
1st JANUARY, 1903, the SUB-
SCRIPTION to the "HONGKONG DAILY
PRESS" will be as follows:—
PER QUARTER... \$9
PER MONTH... \$3
ALFRED CUNNINGHAM, JR.,
Manager.
Hongkong, 9th December, 1902. [3302]BUDWEISER
BEER.EXTRA PALE LAGER, IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.ANHEUSER BUSCH BREWING
ASSOCIATION, ST. LOUIS.This Beer is brewed of best Sauger Hops and
finest Barley Malt only, and warranted not to
contain chemicals in any form.The Beer is sterilized after being bottled, and
full matured age insures its fine and true in any
climate. Beautifully bright, seductively spark-
ling, and perfectly pure.F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 25th July, 1902. [204]QUAN WAH & CO.,
GRANITE MERCHANT CONTRACTORS,
Dealers in
MARBLE and GRANITE
MONUMENTS.No. 1, QUEEN'S ROAD EAST.
Estimates, Designs & Prices on A. planation
All a description of Granite for Export.
Hongkong, 17th October, 1902. [286]

NOW ON SALE.

THE
CHRONICLE AND DIRECTORY
FOR
CHINA, JAPAN, COREA, INDO-CHINA,
SIAM, STRAITS SETTLEMENTS,
MALAY STATES, NEHER-
LANDS, INDIA, PHILIP-
PINES, BORNEO, &c.,
WITH WHICH ARE INCORPORATED
THE CHINA DIRECTORY
AND
THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST
FOR
1902.The CHRONICLE and DIRECTORY, al-
though printed in smaller type than formerly
and condensed in every possible manner, con-
tains over a year more pages.
Royal Octavo—Complete with Fourteen Maps
and Plans, pp. 1,575, \$9.00. Directory only
p.p. 1,172, \$5.00.A. LING & CO.,
88, QUEEN'S ROAD CENTRAL.FURNITURE STORE.
ELECTRIC, FINE, LIQUOR FRAMES,
and FOOCHOW LAQUERED WARE,
Hongkong, 31st October, 1902. [285]

KOWLOON EXTENSION.

A NEW MAP OF HONGKONG, KOW-
LOON and ADJACENT TERRI-
TORES showing the Boundary under the
New Convention, with the Towns, Villages,
&c. Prepared from Authoritative Sources and
Printed in Colours. Price \$1.
To be had at Messrs. KELLY & WALSH, LD.,
W. Brewster & Co. or Daily Press Office.
Hongkong, 28th October, 1898.

OREGON LUMBER.

THE Undersigned, being closely connected
with the leading MILLS at PORT-
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES.SIEMSEN & CO.
Hongkong, 14th February, 1901. [18]

VISITORS AT HOTELS.

HONGKONG HOTEL.

Lt. P. H. M.
M. T. P. M.

Mr. W. S. Bailey
Mr. H. Barnett
Mr. A. Passett
Mr. J. Bezanquet
Mr. J. J. T. Bell
Mr. L. Blanchot
Mr. & Mrs. E. Boggan
Mr. E. B. Brown
Mr. & Mrs. E. C. Brown
Mr. & Mrs. E. W. Borthwick
Dr. F. H. Powers
Mr. J. W. Brown
Mr. W. S. Brown
Mr. L. W. Buchanan
Mr. G. H. Cardin
Mr. & Miss. J. D. Chapman
Mr. D. E. Clark
Mr. A. J. Clark
Hon. Dr. F. Clark
Mr. & Mrs. G. Cole
Mr. J. S. Colson
Mrs. Dean
Mr. & Mrs. A. Dewstoe
Mr. F. H. Derbyshire

Miss R. H. MacCallan
Mr. E. J. Macgowan
Lt. Col. D. Mackenzie
Mr. & Mrs. E. Mast
Mr. F. E. Mast
Mr. & Mrs. J. E. Mead
Mr. & Mrs. J. Miller
Mr. & Mrs. Milton
Mr. M. Mindelky
Miss Morse
Mr. & Mrs. H. B. Mozoe
Mr. & Mrs. E. O. Murphy
Mrs. A. A. Myer
Mr. M. K. Newman
Mr. O. Neilson
Mr. C. J. North, R.N.
Mrs. Osborne
Mr. H. A. Pattman
Mr. & Mrs. C. E. Pearson
Mr. J. Power
Mrs. C. S. Price
Mr. J. Rankin
Dr. M. A. Rebert

Mr. T. C. Downing	Mr. T. Allen
Mr. E. W. Duke	Mrs. Riden
Mr. & Mrs. E. D. Dunlop	Mr. and Mrs. Samlin &
Mr. F. W. Edwards	child
Mr. G. Forbes	Mr. K. A. Schander
Mr. H. G. Fisher	Mr. C. Schleifer

Mrs. R. Goissler	Mr. W. D. Selby
Mr. R. Greig	Mr. C. Skott
Mr. and Mrs. J. M. Haney	Mr. E. A. Snowin
Misses Hanny (2)	Mr. O. Torkelson
Mr. A. Hayter	Dr. J. C. Thomson
Mrs. Henderson	Mr. S. G. Tope
Mr. R. G. Heckford	Mr. & Mrs. J. H. Vnile
	Mr. and Mrs. Vickers

Mr. T. Howard	Mr. G. A. Watkins
Mr. E. B. Howell	Mr. W. F. Wenyon
Mr. E. E. Humphreys	Mr. R. E. Wholan
Mr. and Mrs. Janson	Mrs. A. M. Whitton
Mr. and Mrs. T. C. Johnston	Mr. A. J. Williams
	Mrs. J. Williams

Mr. & Mrs. E. S. Joseph	Mr. C. A. V. Wilson
Mr. W. Jones	Mrs. H. B. Wilson and child
Mr. E. A. Katsch	Mr. & Mrs. C. E. Wool- mer
Mr. H. E. Lenthold	Mr. E. Zobel
Mr. A. Levey	
Mr. and Mrs. A. Lloyd and child	

Major H. G. Benson, A.P.D.	Lieut.-Col. Heron Mrs. Heron and child
Mrs. Benson	Capt. J. C. Hewett, A.P.D.
Mr. H. Berkley	Mrs. Hewett
Mr. Gilbert Berner	Mr. H. U. Jeffries
Major A. W. Bewloy, R.A.M.C.	Nr. E. H. King

Mr. Ralph A. Brabazon	Mr. A. F. B. McDermott
Mr. H. F. R. Brayne	Staff-Surgeon H. W.
Col. L. F. Brown, R. E.	Macnamara, R. N.
Mr. George Brusse	Mrs. Macnamara

Mr. William A. Crako	R.N.
Maj. W. A. C. Denny,	Mrs. Norris
D.A.A.G.	Mr. W. Otto
Mrs. Denny	Mr. Leonard D. Philpot
Dr. Gustav Eckstien	M. H. E. Pollock, K.C.
Mrs. Edwards	Hon. B. Murray Ramsey, B.N.
Capt. P. H. Fawcett,	Capt. P. Radcliffe, R.E.
E.A.	Mrs. Radcliffe
Mrs. Fawcett	

Apply to— G. GIRAULT.

Major. G. A. French, B.N.
A.S.C. Mrs. H. G. Sherbrooke
Mr. A. Sinclair

STATION.	Honors	Time from rail to level at 22° F.	Tem- per- ature	Humid- ity	Live- tion.	Per- centage.	Wind
Vladivostok	2 p.	—	—	—	—	—	—
Nemuro	"	3.00	—	—	E	4	—
Hakodate	"	29.98	—	—	E	4	—
Tokyo	"	2.63	—	—	N	0	—
Kobe	"	29.91	—	—	E	4	—
Nagasaki	"	30.15	—	—	N	4	—
Ogoshima	"	30.07	—	—	N	0	—
Kashima	"	30.12	—	—	N	6	—
Naha	"	30.15	—	—	N	4	—
Ishigaki-jima	"	30.14	—	—	K	6	—
Tsiboku	1 p.	3.41	—	—	E	9	—
Taiba	"	30.05	—	—	NW	4	—
Tsushima	"	30.05	—	—	—	—	—
Koshu	"	30.05	—	—	E	0	—
Isojodores	"	30.11	—	—	E	8	—
Wakaiwai	3 p.	30.13	40	—	—	—	—
Gutai-ff	"	30.23	—	65	SW	2	b
Sharp Peak	"	30.14	57	67	E	4	0
Maui	3 p.	30.15	—	67	NE	2	0
Swatow	3 p.	30.09	80	—	—	—	—
Canton	"	30.10	56	94	N	1	0
Hongkong	4 p.	3.09	61	62	E	3	0
Victoria Peak	"	—	—	—	E	4	—
Gap Hock	"	30.05	—	—	NE	5	—
Macao	"	3.00	82	—	NW	1	c
Taipei	"	—	—	—	—	—	—
Mianan	"	2.83	82	70	NNW	1	0
Mante	3 p.	—	—	—	N	2	b
Batavia	"	—	—	—	NE	4	—
London	"	29.91	55	—	—	—	—
Cebu	"	29.80	83	—	N	1	b
C. S. James	4 p.	—	—	—	—	—	—
21st JANUARY, A.M.							
Vladivostok	7 a.	30.12	—	—	E	4	—
Nemuro	6 a.	30.09	—	—	E	4	—
Hakodate	"	29.91	—	—	N	0	—
Tokyo	"	29.91	—	—	N	0	—
Kobe	"	30.01	—	—	N	0	—
Nagasaki	"	30.23	—	—	N	0	—
Ogoshima	"	30.23	—	—	N	4	—

SPACIOUS NEW HOUSES and FLATS
Cannington Road, Den Vegas Road and

Mr. H. E. Scott	Mrs. John Stewart
Mr. H. N. Farris	Mr. K. Suyeanga
Mr. & Mrs. I. M. Forbes	Mr. G. J. Taylor
Mr. P. F. Richardson	Mr. C. B. Thomas
Mr. Powell Grant	Mr. S. N. W. Tibbey
Mrs. M. N. Hault & child	Mr. E. Zobel

QUEEN'S HOTEL.

Mr. Clauson	Mr. and Mrs. Keith and
Miss Colecutt	two children
Dr. and Mrs. Davies	Dr. Keyt

Hongkong, 27th November, 1902. [80]

HONGKONG TIDE TABLE:

From 22nd to the 28th January.	
HIGH WATER.	LOW WATER.
Hongkong	Hongkong

Ther.	Day of week.	Direction of Mon.	Mean Time.		Height.		Mean Time.		Height.	
			h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.		
Ther.	22	m	4 18	8 6	m	8 59	0 9			
			4 34	1 6						
	23	m	4 30	7 0						

Fri.	21	m	8 10	3 2	ma	9 2	0 3
			8 34	1 6	ma	9 52	1 2
Sat.	23	m	7 46	4 8	ma	1 0	0 1
			6 22	-1 1	ma	10 53	1 2
Sun.	25	m	8 33	4 4	ma	1 36	-0 4
			7 4	2 0	ma	11 53	1 3
Mon.	23	m	9 8	4 7	ma	2 9	-0 2

Time	57	m	7 40 a	3 0	m	2 45 a	1 1
			9 38 a	4 3		2 40	1 1
			8 11 a	7 1	m	1 34 a	3 2
Wrl.	28	m	10 5	4 4	m	3 10	0 8
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TO LET (FURNISHED),
From 1st May, 1903.

"CLAVADEL," at PEAK with TENNIS COURT.
Apply to—**LINSTEAD & DAVIS.**
Hongkong, 20th January, 1903. [30]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 9 and 86, PRAYA EAST.
TWO ROOMS above New VICTORIA HOTEL.
Apply to—**H. N. MODY.**
Victoria, Buil'ings.
Hongkong, 2nd December, 1902. [8]

TO LET.

"KELLETTSPUR" and **"KELLETT HUNGALOW,"** MOUNT KELLETT on a monthly tenancy.
Apply to—**LINSTEAD & DAVIS.**
Hongkong, 10th January, 1903. [21]

TO LET.

"HARTLEY," "WESTLEY," and **"EDEN HALL,"** RICHMOND ROAD.
Apply to—**LAU CHU PAK.**
Care of A. S. Watson & Co., Ltd.
Hongkong, 3rd January, 1903. [15]

TO LET.

GODOWNS, paved with granite, at Wanchoa. Suitable for storage of Coal or any other dry Merchandise. With Pier.
Apply to—**HASON LEE.**
255, Queen's Road.
Hongkong, 9th December, 1902. [8]

TO LET.

NO. 2, MACDONNELL ROAD, from 1st February next.
Nos. 8, 10, and 12, CASTLE ROAD, No. 40 CAINE ROAD, Nos. 7, 9, and 11, SEYMOUR ROAD, with immediate possession.

Apply to—
WO HANG & CO.,
 153, Queen's Road Central.
 Hongkong, 3rd January, 1903. [14]

TO LET.

HOUSE No. 6, MOSQUE JUNCTION
 (near Robinson Road), containing Four
 Rooms, Servants' Quarters, Kitchen and
 Bath-room.
 Apply to—
J. D. BARROS,
 No. 46, Elgin Street.
 Hongkong, 26th November, 1902. [7]

TO LET.

HOUSE No. 3, LOWER CASTLE
 ROAD. Immediate Possession.
 Apply to—
COMPRADORE OFFICE,
 Care of Messrs. W. G. Humphreys & Co.
 Hongkong, 18th December, 1902. [8]

TO LET.

OFFICES at 6, QUEEN'S ROAD
 CENTRAL.
 Apply to—
G. GIRAULT.
 Hongkong, 3rd January, 1902. [7]

TO LET.

A HOUSE at the PEAK, Partly
 Furnished, from 1st January until
 30th June, 1903.
 Apply—
23, BONHAM ROAD,
 West Point.
 Hongkong, 1st December, 1902. [8]

TO LET.

NOS. 1, 12 and 14, LEIGHTON HILL.

ROAD.
For Particulars, please apply to
M. LI PAK,
Care of Compravador.
NIPPON YUSEN KAISHA,
1st Floor No. 1, Prince's Buildings, Chater Rd.
Hongkong, 5th December, 1932. [8]
TO LET.

THE RETREAT, MOUNT KELLY.
FLATS IN MORETON TERRACE
CAUSEWAY BAY, facing the Polo Ground.
No. 1, RIFON TERRACE.
GODDOWNS at BOWHINGTON (FRAY
EAST).
GROUND FLOOR of No. 4, BLU
BUILDINGS,
HOUSES in LEIGHTON HILL ROAD.
Apply to—
THE HONGKONG LAND INVEST
MENT & AGENCY CO., LD.
Hongkong, 1st January, 1933. [7]
TO LET.

NO. 73, WYNDHAM STREET.
S. A. SETH,
Dairy Farm Co., Ltd.
Hongkong, 10th January, 1933. [28]
TO LET.

SPACIOUS NEW HOUSES AND FLATS
Connaught Road, Des Vaux Road and
Pottinger Street. Close to Blake Pier. Specially
suitable for Officer, Stores, &c. Rents very
moderate
Apply to—
S. A. SETH,
Dairy Farm Co.;
or

KWONG SUN TAI,
 34, Wing Lok Street,
 Hongkong, 27th November, 1902.

TO LET.
 N^o. 12 and 14, QUEEN'S ROAD
 CENTRAL. First and Second Floors,
 2 Rooms or Flats.
 Apply to—
 D'ALMADA & MILLAR,
 General Brokers,
 16, Des Vœux Road Central.
 Hongkong, 14th January, 1903

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 HAIG & HAIG, LD.,
 3 Star, SPECIAL—The finest of all "Fog"
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 Stop drinking rank, Smoky Stuff, bec
 Try HAIG & HAIG'S WHISKIES; you
 once tried, preferred to all others. Sole A
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Hongkong, 20th September, 1902. [251]
BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
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Hongkong, 1st January, 1892

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With CHAMBER for 10 CARTRIDGE
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SIEMSEN & CO.
Hongkong 3rd October, 1900. 6

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting
THE BEST NITRO-POWDER IN THE WORLD
PRICE of 12-PORCE CARTRIDGES:—
Loaded with With Powder
Powder only. and 1 oz. of Shot

Primrose Cases ...	\$6.25	\$8.00
Pegamoid Cases ...	6.85	8.60
Ejector Brass Cases.	7.50	9.25

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WM. SCHMIDT & CO.
Gunmakers,
Hongkong.
Hongkong, 3rd July, 1902. 165

TEAKWOOD STEAMER FOR SALE.

112 feet by 18 feet 6 inches
by 7 feet 6 inches.

SHIPPERS
Cutler, Paimor & Co., London
AGENTS
LANE, CRAWFORD & CO.
HONG KONG.

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DISTILLERS SINCE 1679.

WHISKIES at \$13.00
for Club or Private use at \$19.00
" it comes through the **SODA.**
Mellow matured, non-smoky, delicate flavoured
whiskies for Hongkong.

F. BLACKHEAD & Co.

AGENTS for the Concerned, at 14, Des Voeux
Road, London Office, 131, Fleet Street, E.C.